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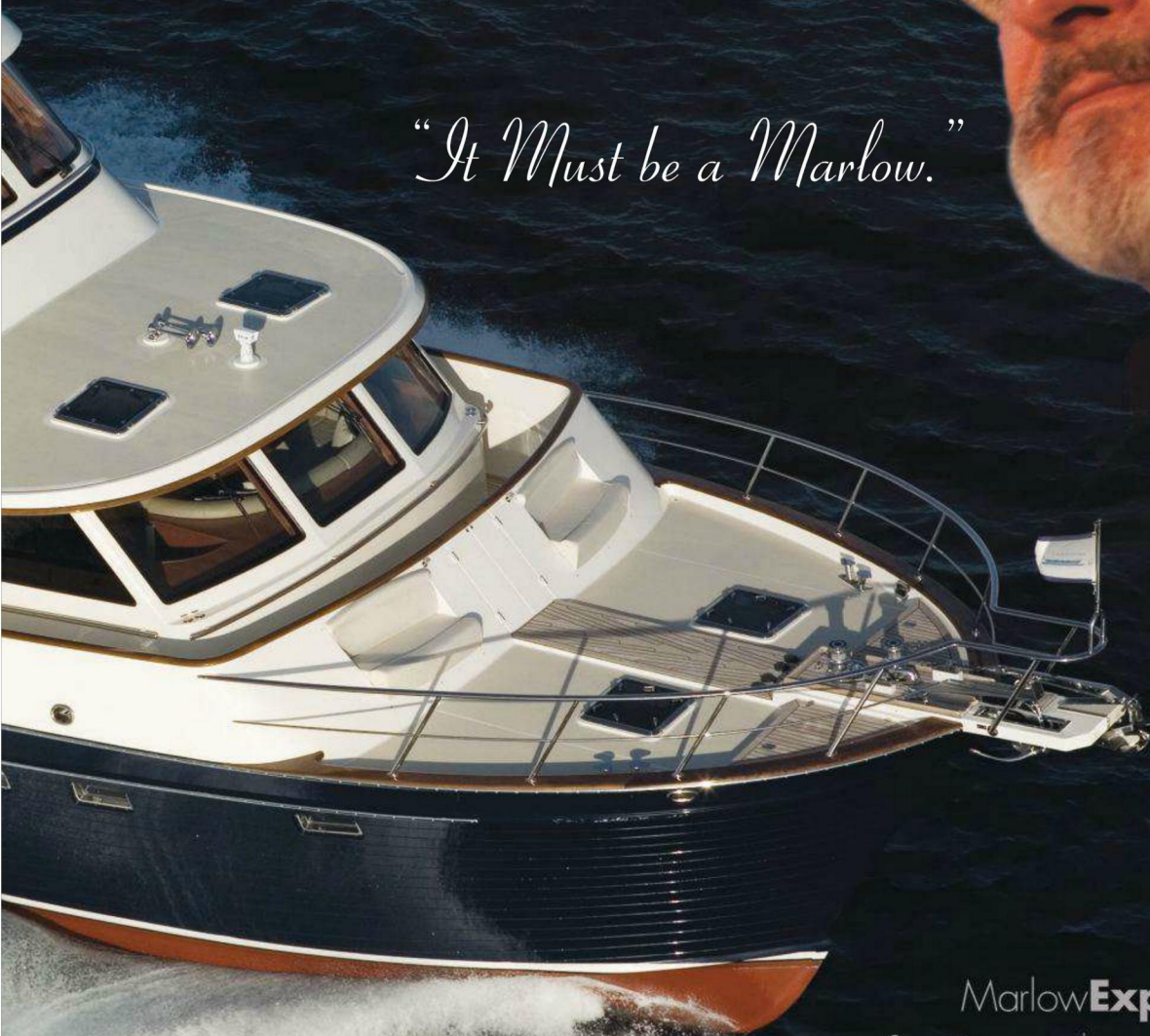
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WHAT'S
COOKIN'
THIS MONTH
IN PMY.

CONTENTS



48 *Laurel*

Upgrade Special

36 A ROUSING REVAMP

Don't like your helm? Here's how one boater recreated his.

TEXT BY CAPT. BILL PIKE

40 ROCK THE BOAT

Fusion's new stereo offers awesome sound and advanced functionality.

TEXT BY JASON Y. WOOD

44 ADORE A VACUUM?

Don't laugh. This one from Hotvac

is designed to eliminate those ugly osmotic blisters in your hull.

TEXT BY KEVIN KOENIG
ILLUSTRATIONS BY STEVE KARP

48 RESTED ON THEIR LAUREL

A Delta megayacht returns home with thousands of miles in her wake and stories from around the world.

TEXT BY ALYSSA HAAK

Boat Test Section

56 EXCLUSIVE: THE FULL MONTE

Monte Carlo Yachts' second model is even better than the first one was.

TEXT BY ALAN HARPER

62 EXCLUSIVE: REVITALIZED ROCKET SHIP

Azimut's 62S Italia offers a refined layout and plenty of performance.

TEXT BY ALAN HARPER

68 DYNAMIC DO-OVER

We test two Carver 44 Sojourns to see how gasoline and diesel compare.

TEXT BY CAPT. BILL PIKE



Top photo courtesy of Delta/Thierry Ameller

The Good Life
Enters the Fast Lane.



FLYER
GRAN TURISMO

49
44
38
34

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APRIL 2012
VOL. 28, NO. 4



Departments

12 LEADLINE

The Ghosts of Red Hook

TEXT BY CAPT. RICHARD THIEL

14 MAIL

Readers have their say.

18 NEWS

A Titanic Auction; plus PMY Tries: Aquabotix AquaLens.

TEXT BY BRAD DUNN AND CAPT. BILL PIKE

22 BOATS

Trinity Yachts, Sunseeker, Ranger Tugs, Sessa, and Sunreef; plus Lürssen.

TEXT BY KEVIN KOENIG AND ALYSSA HAAK

28 YARD

What you need to know about propeller options; plus PMY's Tip of the Month and Professor Diesel.

TEXT BY ERIC COLBY

32 GEAR

Cleaning up your act—and your boats; and maintaining a balance of power from your helm.

TEXT BY ALYSSA HAAK AND TIM BARTLETT

128 AFTER WORD

Chivalry isn't dead—but it might have dirty feet.

TEXT BY BENTLEY COLLINS

P. 32
PUTTING
YOUR BOAT'S
POWER AT YOUR
FINGERTIPS



Top photo by Craig W. Dale; bottom photo courtesy of Simrad

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THE 280-FOOT OCEANCO VIBRANT CURIOSITY SHINES IN ST. THOMAS



Photo by Marco van Belegem



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LEADLINE

A VISIT TO NEW YORK CITY'S DISAPPEARING COMMERCIAL WATERFRONT.

Ghosts of Red Hook

On a snowy Sunday afternoon in late January I found myself perusing the *New York Times* obituaries in a desperate attempt to avoid shoveling my driveway.

I normally have no interest in news of the recently departed but one entry caught my eye: "Pilar Montero, 90, Bar Owner and Link to a Seafaring Past." And with good reason, for three decades earlier I had met Mrs. Montero when I visited Montero's Bar and Grill, which is in the Red Hook section of Brooklyn and has been since 1945.

I'd come there because I had a mind to write a Studs Terkel-esque requiem for the commercial shipping life of New York City, which even then was decamping for the soulless container gantries of Newark. Interviews with a few merchant mariners had led me to conclude that the haunts of commercial seafarers around the city were fast disappearing as gentrification overtook them. The most authentic one that remained, I was told, was Montero's.

It turned out to be exactly what I had envisioned a seafarer's bar should be: dark, brooding, lots of polished wood and ship models, and more bar than grill. In a city rife with atmospheric drinking establishments, this one oozed gritty authenticity. Two salts were bellied up, wearing the requisite turtlenecks (it was winter) and nursing the requisite boilermakers (it was morning). Tough guys. Really tough. Too tough to simply walk up to and start asking questions.

So instead I wandered over to the corner where Pilar Montero was keeping watch over her domain. At first she didn't look any friendlier, but when I introduced myself and explained my mission, her face blossomed with motherly warmth. For the next two hours she painted verbal portraits of a bygone nautical era—her bar packed with longshoremen and mariners from all over the world, noise and smoke at near-lethal levels, and periodic fights that were often sparked by misunderstandings deriving from the many disparate languages. I scribbled notes as fast as I could as she spun tale after tale until eventually I just put down my notebook and let myself be transported. "Oh, those were the days," she recalled. "Such fine, strong men, and such stories they told!"

I have not yet written that elegy for New York City's maritime past, but I still have the notes and some day I may. And if I do, you can bet Pilar Montero will be as much a part of it as those hard-drinking, fist-fighting, yarn-spinning denizens of Red Hook's most famous maritime bar. PMY

Capt. Richard Thiel
Editor-in-Chief

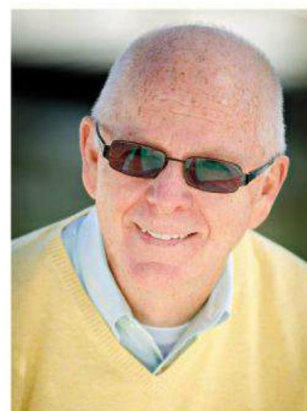


Photo by Craig W. Dale

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HAVE A COMMENT OR SUGGESTION? WE'D LOVE TO HEAR FROM YOU.

Still Waters Run Deep

I just read your Leadline in the March issue of *PMY* and enjoyed the sentiment you conveyed. As I write, I sit on the deck of a comfy, medium-size motoryacht (thanks to my

boyfriend's domicile here!) I think I often do my best work sitting on the calm canal, taking in the sun, the sound of the birds and an occasional jumping fish, all the while grateful for the technology of the laptop that enables me to be mobile and still write and communicate. We often think of boating as "fun" which it is, but the "zen" side of boating may be its most valuable asset in today's hectic world. You nailed that in your letter and I enjoyed, appreciated, and identified with it!

MARILYN DEMARTINI
VIA E-MAIL

GENE MODIFICATION

I didn't realize our country needs its gene pool cleaned up. Read your magazine [Mail, February 2012] for the first time in the doctor's waiting room. Do you routinely print such bigoted drivel? [There are] lots of good reasons for not requiring PFDs or helmets, but bigotry is not one of them.

CHARLES BECKERS
VIA E-MAIL

Charles, take it easy, man! The February letter that referenced 'cleaning up the gene pool' was in response to our October 2011 *Leadline* and was referring—we believe humorously—to the questionable evolutionary intelligence of someone who would speed down a highway on a motorcycle sans helmet or eschew a PFD when the situation calls for it. There was no implication or intention of bigotry whatsoever; we're sorry you took it as such.—Ed.



IN GOOD CONDITION

I want to ask you a question to settle something that seems to be on everybody's mind these days down here in South Florida. Some boaters keep their onboard air conditioners going pretty much all the time and others don't. It's my observation that the folks in the former group wind up cleaning their sea-strainers two or three times a month and the folks in the latter group are forced to do it far less frequently.

Also, one of my friends claims that constantly running his air conditioner prevents mold from forming inside his boat and simultaneously reduces chances of barnacle buildup around his sea-strainer inlet. What are your thoughts? You could



Photo by Onne Van der Wal

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Dock single-handed without leaving the helm: (1) Hover in place to deploy docklines and fenders with DPS, Volvo's Dynamic Positioning System; (2) Use the IPS joystick to crab sideways to the dock; (3) Lean out from the helm to flip an amidships line around a dock cleat; (4) Shut down the engines and exit thru side-opening doors at dock level to secure bow and stern lines.

This unique *summer porch* layout on one level from wheel to transom is a refreshing change from multi-level decks with enclosed saloons. Windshields fully open. Side curtains roll up in place. There's comfortable seating for a gathering of 14 on a nice day or for 8 in the all-weather, air-conditioned pilothouse.

Belowdecks (just 3 steps down) it's surprisingly bright and spacious with large galley, dinette with harbor viewing ports, plus 14 other opening ports and hatches. This "ideal cruising boat for two" features a large island berth and a truly separate, sit-down shower... yet, sleeps 6, when dinette and pilothouse become additional cabins, each having private access to the head.

40z is so much fun to drive and use at the drop of a hat, you'll wonder why you ever considered anything but this timeless Doug Zurn design. Experience fingertip control, even in large waves, with instant, predictable response. Talk in normal tones cruising at 30 knots. Guests stay dry on the full-width aft cockpit seat.

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definitely clear up a lot of confusion down here with an insightful answer.

EDGAR C. CROUSE
FT. MYERS, FLORIDA

Capt. Bill Pike Responds:

You bring up an interesting topic. I have kept boats in Florida for many years, sometimes in brackish water, sometimes in salty. In neither case have I felt it necessary to run my air conditioner constantly, even during the summer months. I simply leave all cabinet and locker doors onboard open when I leave the boat for extended periods (to prevent mold and mildew) and crack the window in the head for ventilation. Except for one unusually humid stretch a few years back, I've yet to have any trouble with barnacle buildup around my sea strainers. And as for cleaning, I do that chore maybe once every three or four months, if that often.



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Be one of the first to see our all-new, retooled Web site, www.PMYmag.com, where you'll enjoy the most authoritative boat tests available and handy features such as our exclusive boat-compare function, all while enjoying fresh, digital-exclusive content about boats in a pleasant, easy-to-read format.

■ Corrections

The February Boats column incorrectly stated the contact details for Sessa Marine. All inquiries should be sent to info@sessamarine.com.

The March issue's test of the Viking 66 incorrectly stated the manufacturer of the boat's tuna tower, which is actually made by Viking subsidiary Palm Beach Towers. Also, the 66 is a replacement for the 64, not the 62 as originally stated. The Viking 62 doesn't exist.

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The Letter of the Month

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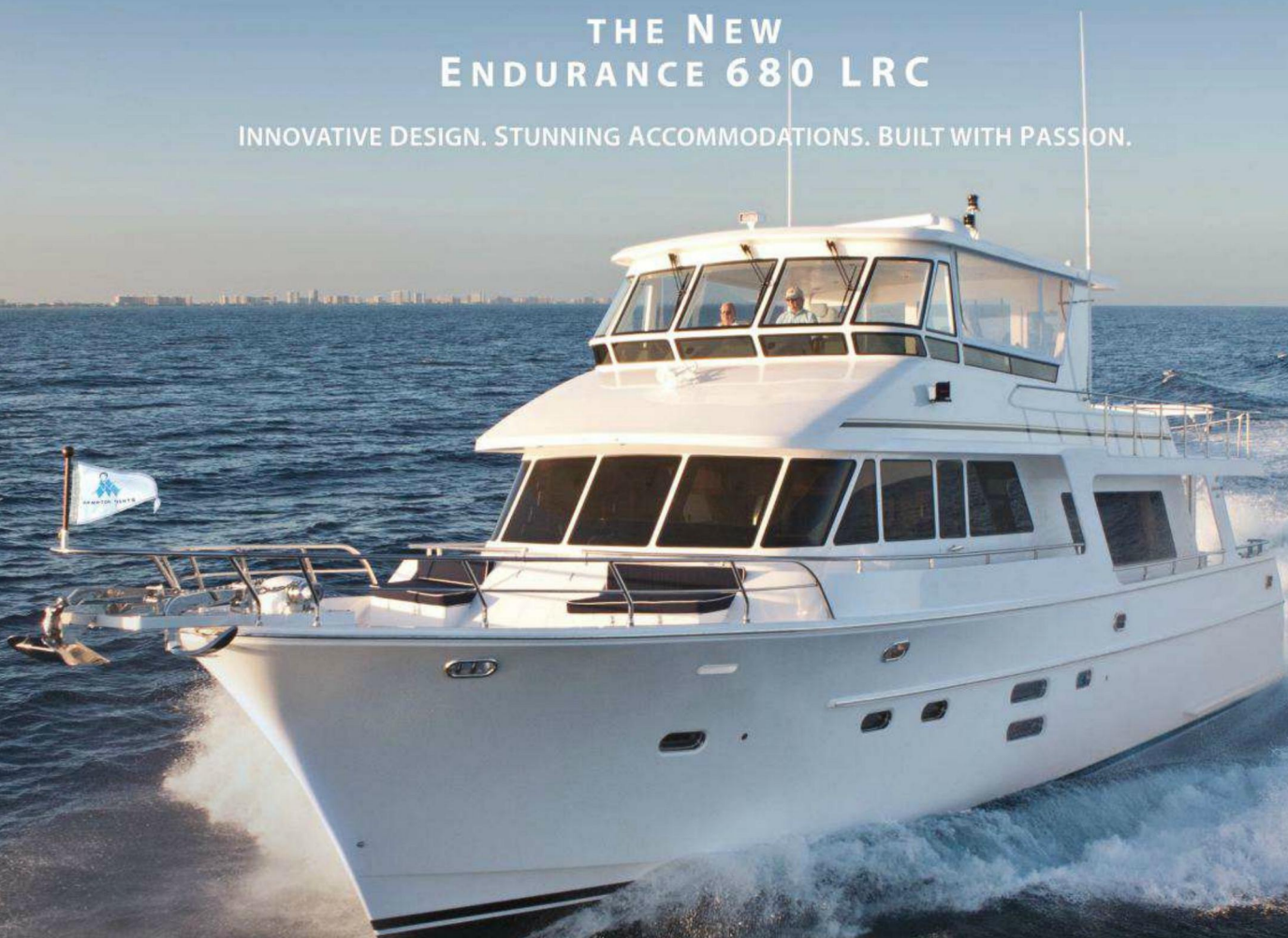
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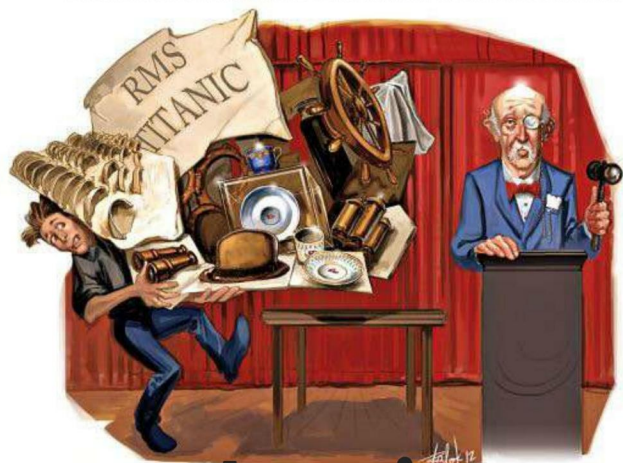


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THE WHO,
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WHERE, AND
HOW OF
BOATING

NEWS

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An Auction to Remember

TEXT BY BRAD DUNN

Would you like to own several thousand pieces of the most famous shipwreck in history? Then you better take out a new line of credit.

More than 5,500 items salvaged from the wreck of the RMS *Titanic* are headed for the auction block. On April 11, exactly one century after the ill-fated ship embarked on its first and last voyage, Guernsey's Auction House in New York will begin taking bids on an incredible collection of relics discovered and hauled up from the ocean floor.

It's a winner-take-all affair, and the complete set has been appraised at \$189 million.

"It's one of the most significant and extraordinary collections on the face of the earth," says Arlan Ettinger,

“The winning bid will be announced on April 15.

president of Guernsey. The artifacts, which were salvaged during seven expeditions over more than a decade, include fine china, nautical instruments, ship fittings, pieces of the hull, and hundreds of personal effects such as wallets, photos, perfume bottles, and a diamond necklace that spells out the name *Amy*.

P.H. Nargeloet, who oversaw the salvage efforts, recalled poignant moments in his submersible on the ocean floor when he would discover a personal item. “I would be thinking about the tragedy,” he said. “You could feel how cold the water was.”

The *Titanic* was carrying more than 2,200 passengers and crew when she struck an iceberg about 400 miles off the coast of Newfoundland. More than 1,500 people died in one of the worst civilian shipwrecks in history. Robert Ballard discovered the wreck in 1985, and salvage efforts began in 1987.

The winning bid will be announced on April 15, the 100th anniversary of the ship's sinking. The collection comes with strict rules regarding the treatment of the artifacts: The winner must keep the collection together and make it available for public viewing. PMY

■ Marquis Yachts Partners with Chinese Company

Marquis Yachts, LLC, announced that it has formed a joint venture with Poly Technology Company of China for the sales and distribution rights for Marquis Yachts throughout China. The joint venture, called the Poly Marquis Yacht Company Ltd., will open a sales and service center at Serenity Marina and Yacht Club in Sanya, China, where it will maintain an inventory of Marquis Yachts. Irwin Jacobs, chairman of Marquis parent company J&D Acquisitions, LLC said, “It is anticipated that over the next few years, China's recreational yachting and boating market is emerging to become one of the largest recreational yachting markets in the world.” State-owned Poly Technology also holds distribution rights to luxury brands such as Mercedes Benz and Ferrari.

■ MarineMax Vacations Adds New Catamarans

MarineMax Vacations has expanded its British Virgin Islands charter fleet with ten new 38-foot power catamarans. The Clearwater, Florida-based charter service said its new MarineMax 382s—which are customized Aquila 38 powercats—will be available for charter in June. “With a forward

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→ QUIZ

- 1 What does the letter “Q” indicate in a nautical weather log?
- 2 How many blades does a typical bow thruster have?

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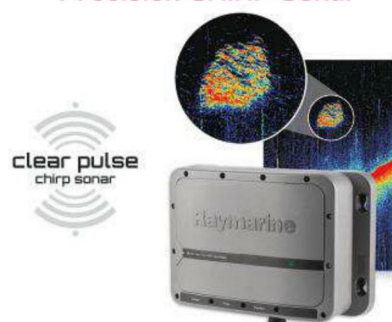
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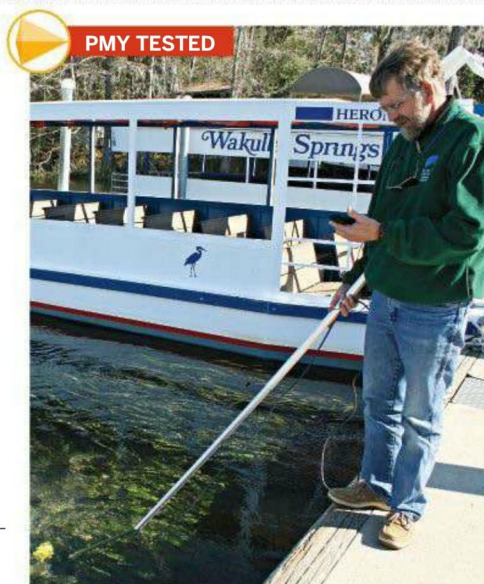
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NEWS

TEXT BY CAPT. BILL PIKE

Dive, Dive, Dive

If a remote-controlled submarine's too pricey for your budget, try a submersible on a stick.



walk-through from the huge flying bridge, electric stove, watermaker, electric barbecue grill, wireless connectivity, genset, and air conditioning, we are confident that these two-cabin, two-head power cats will deliver the comfort standards that MarineMax Vacations demands for our customers," says Raul Bermudez, VP at MarineMax Vacations. With the addition of the new MarineMax 382s, the company will be offering more than 30 boats to choose from.



Iridium, KVH Form Global Satcom Service

Iridium Communications and KVH Industries have teamed up to create a seamless broadband satcom service for boaters. The package combines KVH's mini-VSAT and Iridium's OpenPort broadband services. "The VSAT/Iridium solution eliminates the coverage gaps, data-rate limitations and comparatively high prices of other L-band mobile satellite service providers," says Greg Ewert, Iridium executive vice president. The onboard system combines the Iridium OpenPort and KVH TracPhone V3 or V7 terminals. If mini-VSAT Broadband service is ever unavailable, the system immediately switches over to the OpenPort service without operator intervention.

For weeks, I'd been anticipating the arrival of an AquaLens (an underwater viewing system that mounts on an extendable boathook) from the folks at Aquabotix. While I have no trouble checking on the health of the transom zincs on my boat by simply lying prone on her swim platform and reaching underwater, checking the condition of the deeper, way-less-accessible propshaft zinc (as well as the prop itself) in wintertime North Florida is a chilly, virtually impossible task, unless you happen to own a wet suit and a scuba rig. So was a remote, waterproof video camera—a sort of miniature submarine on a stick—gonna be cool or what?



After my AquaLens arrived, I wasted no time assembling its components (viewing sphere, angular adapter, topside box with on/off switch, and small

LCD screen with wristband) and trying it out on my boat's running gear.

The result? Because the river my boat calls home is an exceptionally dark one, with water colors that approximate tea—and indeed strong tea—I could not even see my prop zinc and prop, let alone closely examine them.

There is some good news to report, however. Subsequent to the tryout at my marina I employed the AquaLens in the depths of a large freshwater spring with exceptionally clear water near my North Florida home. The result was way more positive. I found I could check the undersides of boats in the crystal-clear water quite easily, zooming in for close-up detail. Indeed, resolution was excellent. My conclusion based on my experiences with the AquaLens is simple: At \$795, the device is pricey. It works nicely in clear water, but not so well in the dark stuff. PMY

AQUABOTIX
(617) 419-5883.
WWW.AQUABOTIX.COM.

AGENDA



QUIZ

April 19 - 22

The Boat Show in Newport, CA.
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BOATS

TRINITY YACHTS *LADY LINDA*
SUNSEEKER PORTOFINO 40
RANGER TUGS 31
SESSA C44
60 SUNREEF POWER



Trinity Yachts *Lady Linda*

The traditional ideal of the well-bred Southern lady cast

a lofty standard. She had to be gorgeous of course, polished and pristine, with all the right proportions. And she had to possess that certain Southern charm, a proverbial hospitality that made guests always feel at ease. But at her core, she'd possess a toughness that belied her beauty, a trait that served her well when adversity arose (as it never fails to do). That's a lot to ask of any one person to be sure, but for a boat—such as *Lady Linda*, a megayacht launch from Gulfport, Mississippi's Trinity Yachts—the goals appear to be a bit more attainable.

At 187 feet *Lady Linda* is a true megayacht, though her sleek lines lend her a grace that escapes some of her similarly sized contemporaries. Her interior possesses an allure that mirrors that grace. The main deck features an elegantly styled foyer for greeting guests, as well as two large saloons: one for dining and

one for entertaining. Electronic amenities on this deck include multiple hidden TVs, surround-sound stereo systems, and networked computer equipment. This is also the level on which is located the well-appointed full-beam master suite, as well as the owner's office.

A spacious gym aft of the pilothouse will certainly help keep everybody onboard healthy and happy. Her expansive skylounge is an excellent place to take in all the incredible sights *Lady Linda* will allow her passengers to see. And those destinations will not be limited too much by skinny water, as the yacht's reasonable eight-foot draft should allow her to cruise nearly without pause even in the notoriously shallow Bahamian waters.

Amidships on the lower level *Lady Linda* features four en suite guest cabins. These luxurious accommodations are replete with elegant marble and granite accents and adorned with soft, soothing color schemes designed to

Specifications

LOA:	187'0"
BEAM:	33'4"
DRAFT:	8'0"
STD. POWER:	2/3,384-hp CAT 3516C HDs
SPEED:	23 mph
PRICE:	Upon Request

lull everyone to sleep.

But even if the worst should happen (fingers crossed of course) the yacht's owner should have some peace of mind knowing that his boat has a strong and durable aluminum hull that should keep her cruising happily for years to come. With so many tempting amenities *Lady Linda* will likely be the belle of the ball at most any port she calls on. Trinity wouldn't have it any other way for this true Southern damsel. PMY

■ TRINITY YACHTS

(228) 276-1054.
WWW.TRINITYYACHTS.COM.

EXCLUSIVE

Sunseeker Portofino 40

If you've always been a fan of Sunseeker's sleek lines and

glamorous aura but aren't ready (yet) to purchase one of its 50-foot-plus yachts, then the Portofino 40 may warrant your explicit attention. Named after the famous small, picturesque port town on the Italian Riviera, the boat will be, not surprisingly, relatively compact and built for play. A top speed that flirts with 40 mph thanks to two peppy stern drives should see to it that the tag "express" cruiser is by no means hyperbolic. The spacious cockpit will sport convertible seating to enhance the area's versatility, while a requisite sunpad aft should be the premier spot to bronze yourself into oblivion. But if razor-edged tan lines aren't in your plans, you can also



Specifications

LOA:	40'8"
BEAM:	12'8"
DRAFT:	2'4"
STD. POWER:	2/320-hp Yanmar diesels
SPEED:	39 mph
PRICE:	Upon Request

order the optional hardtop with its electrically operated, sliding, fabric roof. Down below, the 40 will have two cabins, which will be generously illuminated by expansive portholes and marked by exceptional headroom. The central saloon with a galley can serve as a secondary entertainment area if the sun decides to hide behind a cloud. With the same standards for detail, elegance, and seakindliness as the builder's larger builds, this 40-footer will be a perfect entrée into the Sunseeker brand. PMY

SUNSEEKER FLORIDA

(305) 856-4050.

WWW.SUNSEEKER.COM.

Ranger Tugs 31

With her 31-foot hull, the Ranger Tugs 31 comes in on

the small side of what is usually seen in our pages, but make no mistake, this relatively petite boat makes up for her diminutive size with a layout that utilizes every last bit of onboard space. Built for slow cruising on the rugged waters of the Pacific Northwest, the 31 offers an impeccable mix of seafaring capability and onboard livability.

The flying bridge is one of her highlights. A helm with electronic controls allows for open-air driving—the better to view the rocky bluffs and piney coves that line the coast—and her mast complements the 31's unmistakably salty air. The entire flying bridge is retractable, which aids in one of the 31's main features: her trailerability. That's right, if the seas get too rough or you want to take this little baby to an inland lake, just chug her up to the ramp and pop her on a trailer. Then it's a

totally different kind of smooth sailing (down the highway) to wherever you'd like to go.

Back onboard, Ranger has made good use of the Tug's ample foredeck by outfitting it with a retractable table and a benchseat, creating a de facto cocktail deck. In the stern, the cockpit features wraparound seating, including fold-out seats in the gunwale.

Moving indoors there is another helm and a full galley that has been configured to maximize space. A starboard-side door offers access from the area to the side- and foredecks for ease of motion. Down below there are two staterooms, one forward and one amidships, as well as an enclosed head.

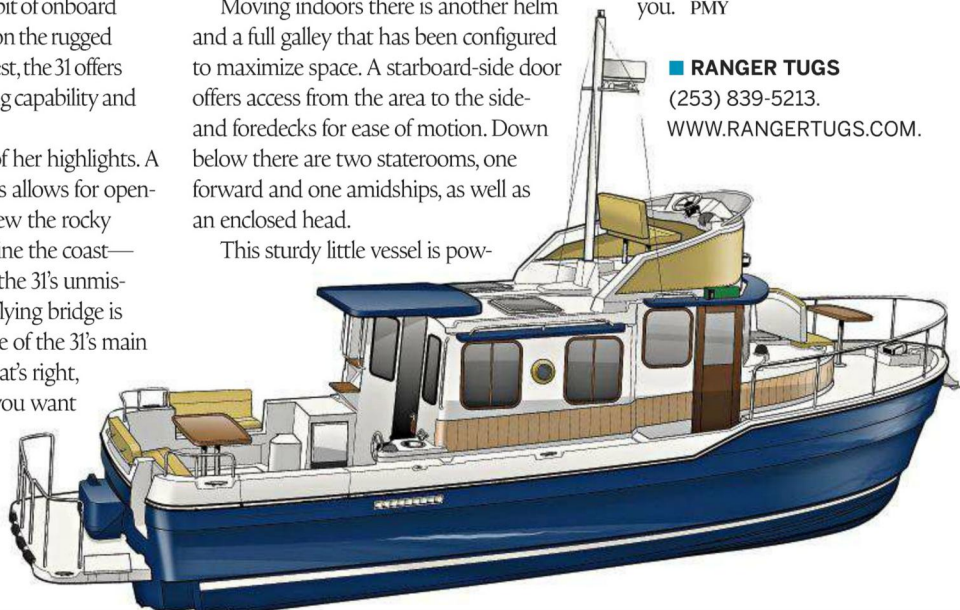
This sturdy little vessel is pow-

ered by a single fuel-efficient 300-hp Volvo Penta D4 diesel engine. It may not have you skipping across the water but it will let you enjoy a comfortable weekend onboard while burning only a modest amount of fuel. And with a boat like this, that's really the point—to power along slowly, smoothly, safely, and efficiently, enjoying the great big world around you. PMY

RANGER TUGS

(253) 839-5213.

WWW.RANGERTUGS.COM.



BOATS

EXCLUSIVE

Sessa C44

Leave it to the Italians to design a weekend cruiser that seems

perfect for a jaunt out on the water with friends to enjoy some sunshine, swimming, and perhaps a Negroni or two if the time is right. The Sessa C44 is that boat. At just a shade over 45 feet and fitted with Volvo Penta IPS500s or 600s, she should be highly maneuverable and incredibly fun to drive.

And fun at anchor too. Her hydraulic swim platform is capable of supporting more than 1,300 pounds and serves as a great headquarters for watersports as well as a serviceable perch for tenders up to 7'6" in length.

Another onboard highlight is the helm station, which features the metallic-gold accents that are a trademark of designer Christian Grande. Electronics include Raymarine VHF,



GPS, autopilot, and cockpit and engine room cameras. A side door leads to the foredeck where a large sunpad beckons those who'd like to work on their tans. Down below there's a common area decked out with a variety of warmly colored woods, leathers, and linens. It's flanked fore and aft by en suite staterooms. The amidships master sports large ports and excellent headroom, which creates an airy, open feel, and the forepeak VIP has a double

berth that converts into separate bunks should you use it for the kids.

The Sessa C44 is a classic Italian cruising boat with the amenities to make your day on the water a truly memorable one—as long as you don't overdo it on those Negronis. PMY

■ **SESSA MARINE**
INFO@SESSAMARINE.COM.
WWW.SESSAMARINE.COM.

EXCLUSIVE

60 Sunreef Power

Emboldened by the popularity of its recent 70, Sunreef is now

building another powercat. Though a bit smaller, the 60 will still have many features and amenities of her big sister. One advantage the 60 will have over the 70 will be her decreased beam (from 30'6" to 27'10"). While losing interior volume may seem like a drawback, it's important to remember that a boat with this much beam will still have plenty of room for you and your guests—and it will be that much easier to maneuver around crowded marinas.

Hull No. 1 has been commissioned by a European owner who has chosen to put two en suite cabins in the forward section, two double cabins in the starboard hull, and a final cabin in the port hull. Not that you'd want to spend your time onboard this cat asleep. With



optional twin 800-hp MAN diesels, she will reportedly be able to achieve a top speed of 29 mph, a cruise speed of 23 mph, and a range of 4,600 miles.

Topside on the 60's abundantly expansive sundeck—a proud trademark of all Sunreef designs—you'll find the external helm station, as well as a bar, dining area, and of course, a giant sunpad perfect for relaxing. After all, what good is having all that beam, if you don't have a place to stretch out? PMY

Specifications

LOA:	60'0"
BEAM:	27'10"
DRAFT:	3'11"
STD. POWER:	2/300-hp MAN diesels
SPEED:	29 mph
PRICE:	Upon Request

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BOATS

TEXT BY ALYSSA HAAK



Cruise Through Time

After an extensive refit in Australia last year, the 1981

50-meter Campanella *Mary Jean* has set off on an ambitious charter schedule. One stop was the New Caledonia islands (above), one of 45 UNESCO World Heritage Marine sites.

Each World Heritage site fulfills at least one of ten cultural or natural criteria outlined by the organization. The list includes nearly 1,000 locations, which in addition to the marine sites, also include many places along the world's coastlines—perfect venues for adventurous cruising.

As for why he included the island chain on *Mary Jean's* itinerary, Capt. Will Givens said, "We have been sailing in the South Pacific seeking out the most pristine diving and cruising areas. New Caledonia and Fakarava in the Tuamotu Islands have been exceptional areas, both UNESCO sites. It is extremely evident when visiting these sites the impact this status and its associated protection has had, with the diversity of marine life unsurpassed."

But if you want a shore excursion during your cruise, try the recently remodeled Port

Tarraco, on Spain's Balearic coast. It has 64 slips for yachts up to 525 feet (160 meters) and all the amenities a megayacht owner expects. Port Tarraco is adjacent to the city of Tarragona, which the Romans founded 2,000 years ago, and today offers a UNESCO cultural site. Visitors can wander through the well-planned old town that became the model for cities throughout the Roman Empire.

An interactive map of all the UNESCO sites is available through the organization's Web site, which also has a World Heritage Site plan for managing the impact of tourism. It's a way for the organization (as well as guests) to look toward the future while staying in touch with the past. PMY

■ MARY JEAN

WWW.CAMPERANDNICHOLSONS.COM.

■ PORT TARRACO

WWW.PORTTARRACO.COM.

■ UNESCO WORLD HERITAGE CONV.

HTTP://WHC.UNESCO.ORG.


Launching Lürssen

✚ The German shipyard Lürssen had a busy January with two yachts coming out of the sheds: *Ace* (top) and Project Niki (above). The two 279-foot (85-meter) yachts represent two stages of the build process. The Espen Øino-designed Project Niki still needs to be fitted out while the Andrew Winch-designed *Ace* is close to delivery. Expect to see both in this year's PMY 100. PMY

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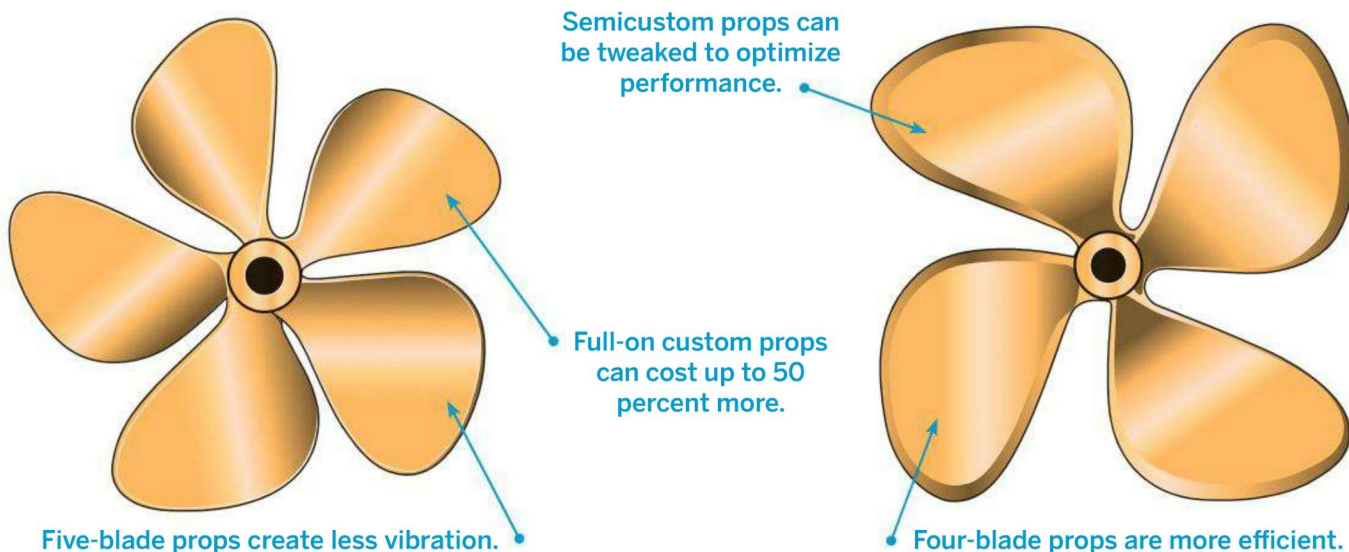
PROPELLER PERFORMANCE

TIP OF THE MONTH

PROFESSOR DIESEL

THE RIGHT SET OF PROPELLERS CAN SMOOTH THE RIDE AND INCREASE EFFICIENCY.

TEXT BY ERIC COLBY



The Wheel Deal

Cruising in your boat is a pleasant experience. If you could make it more enjoyable while spending less money than you might expect—and throw in some fuel savings while you're at it—it would be a no-brainer, right? Then you should consider upgrading your propellers.

Whether you're buying a new boat, one

that's new to you, or just looking for ways to upgrade your current pride and joy, going with a new or reworked set of propellers is one of the best ways to get rid of vibration and improve fuel economy.

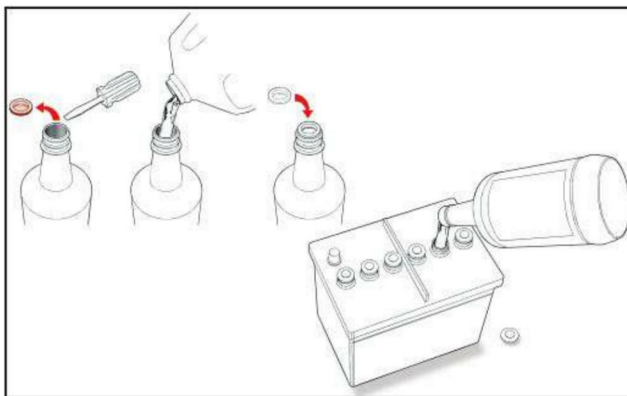
The latest trend in propellers is toward increased numbers of blades to improve midrange efficiency and to reduce engine- and shaft-related vibration and noise.

"A four-blade is going to give you the most efficiency, but a five-blade is going to be smoother," says Greg Platzer, president of Platzer

GARMIN'S TIP OF THE MONTH

JIM WASSEL, BAINBRIDGE, GA

Refilling my batteries tends to be a tough job because they are hard to get at. What I use to make the job easier is an empty 1.75-liter plastic liquor bottle. The plastic insert in the neck makes pouring the water into the battery cavities both easy and accurate. And to refill the bottle I simply remove the plastic insert with a screwdriver, pour in the water, and then snap the insert back on. The best part, though, is that I get to enjoy the liquor in the bottle as I empty it.



Contest Guidelines

For your chance to win a **Garmin VHF 100** fixed-mount radio, send your best maintenance tip to **Capt. Bill Pike** at bill.pike@pymag.com. One winner will be drawn from all entries each month. No purchase necessary.



Garmin VHF 100

Illustrations by Steve Karp; photo courtesy of Garmin

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YARD

Marine Propulsion in Fort Lauderdale, which does custom and semicustom propellers.

Today, propeller makers fabricate custom wheels just as frequently for owners of “regular boats” as they do for custom builds and megayachts. “Day in and day out we do a lot of customs,” says Kevin Mitchell, naval architect at Michigan Wheel Marine. “In the 50-foot to 60-foot range, where the boats are sophisticated enough and expensive enough, people want to optimize the whole propulsion system.”

For example, Michigan’s EQY Series is a more sophisticated design than a traditional Dyna-Quad to begin with, but the company can take a pair of EQY wheels and further match them to a given boat through fine-tuning to optimize efficiency.

EQYs cost a little more than off-the-shelf props but the results could be worth it. Platzer estimates they’re 20 percent more expensive than semi-custom props and 40 percent higher than a two-of-a-kind pair designed specifically for your boat. Michigan Wheel’s Mitchell says a semicustom set could cost as little as five percent more if he

is customizing props that are already close to optimum for a given application, but a full-on custom pair could cost 50 percent more depending on the tooling costs.

Of course, you need to determine if you’re going to keep your boat long enough for the investment in new props to pay off in savings due to improved fuel economy. The numbers vary from boat to boat. “Time and time again we’ve gone through this analysis, and if you increase efficiency by two to five percent, you look at the economies to see if it’s worth it,” says Mitchell.

If you don’t want to buy new wheels, the other option is to have your current props custom-tuned for maximum efficiency. The best-known systems for doing this are the Hale Measurement Recording Instrument (better known as MRI) or Prop Scan Enhanced Propeller Scanner (EPS). The MRI propeller-recording system and equipment are available through Michigan Wheel, while Prop Scan comes from Propeller Dynamics in Australia. Both systems use a computer program to read propellers’ specifics and then custom-match the wheels to improve efficiency and eliminate

vibration. These processes are typically most effective on propellers that were built by hand. If your propellers were designed and built with computer numerical-control processes—well, computers do a pretty good job of getting things right the first time.

In the end, whether you decide to spend the money on a new pair of props or have your wheels tuned up by computer, the investment could be worthwhile. “A general principle is that for all these boats, it’s worth it to go through the process to determine if the propulsion system is reasonably optimal,” advises Michigan Wheel’s Mitchell. At the very least, it will make your cruising more pleasant. PMY

■ MICHIGAN WHEEL MARINE

(616) 452-6941.

WWW.MICHIGANWHEEL.COM.

■ PLATZER MARINE PROPULSION

(954) 377-0124.

WWW.PLATZERMARINE.COM.

■ PROP SCAN USA

WWW.PROPSCANUSA.COM.

Q&A PROFESSOR DIESEL

Q: I left my marina with my seacocks closed—I know what you are thinking—and, of course, after eight or nine minutes the engine alarms went off. Upon descending into the engine room, I discovered the source of the problem and opened the seacocks. The alarms stopped although I had white smoke coming from the starboard exhaust but not the port. How do I know if I’ve damaged a head gasket or something else? Both engines seem to be running fine.

—**Marc Lapsley**
Anacortes, Washington

PD: You need to do some visual checks as well as some maintenance. Start by



looking for abnormal discoloration or peeling of paint around your cylinder heads, exhaust manifolds, engine blocks, turbochargers, and mixing elbows. Check the elbows for cracks and damage as well. Also look for burned or discolored exhaust hoses between the mixing elbows and the mufflers. Exhaust-gas temperatures under load can run 1,300°F or higher. If you find any abnormalities, contact your engine distributor or dealer and have them do a complete workup on the engine.

If all’s well visually, change your seawater pump impellers after you’ve removed any burned-out-impeller deposits from inside the pumps. If pieces of the old impeller are missing, go through the cooling

system downstream, checking the heat exchanger, oil cooler, fuel cooler, intercoolers, transmission coolers, etc. for clogs. This job is time-consuming but important. Manufacturers don’t install oversize cooling components on their engines because doing so makes maintaining and equalizing operating temperatures difficult. Any little glitch can cause overheating.

The next step is time-consuming, too. After checking and/or replacing both pressure caps and thermostats, drain and flush each cooling system and refill them with the antifreeze type your engine manufacturer suggests. Then change the oil and oil filters in each engine. An overheated cooling system means your oil’s overheated as well.

🔧 **Professor Diesel** // Is Larry Berlin, director of Mack Boring’s Training Services division.

Illustration by Scott Pollack

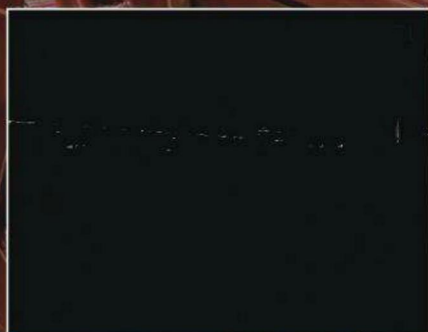
See What You're Trying To Miss

It doesn't matter why you're on the water at night; it's still nerve-wracking, even for experienced boaters.

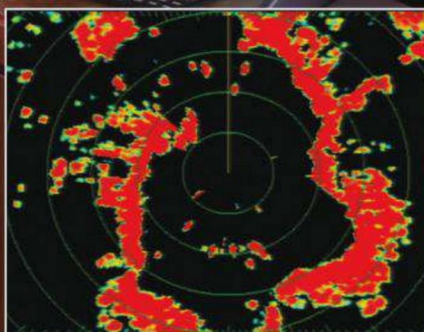
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(www.westmarine.com; \$5.99)



EMGEE MARKETING

The Absorber

Unlike a terry-cloth towel, The Absorber actually dries best when it's wet. Yet like a towel, this synthetic chamois is totally machine-washable. Plus, you can return it damp to its plastic stowage case without fear of the dreaded mildew.

(www.westmarine.com; \$19.99)



WEST MARINE

TEXT BY ALYSSA HAAK

Reggae Wash Mitt

After a long day of cruising, bringing your boat back to her home port means wiping her down to get rid of the pesky salt water. A towel might seem effective—until you've finished and are left with a lint-speckled hull. This aptly named wash mitt from West Marine is a better option. Its dreadlocks-like fabric wraps comfortably around your hand, works up the suds when you're washing, and reaches all those tiny cracks and crevices where dirt hides when you're drying.

(www.westmarine.com; \$9.99)

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Distributed electrical systems add value to your breaker board and make it easier to use.

Think about the location of your boat's batteries. Now think about where your engine-room ventilation fans are. Of

course, the distance separating them varies from boat to boat but I'll lay odds that in most cases they are within about 15 feet of each other.

But in what could be called a "conventional" power-distribution system, there are usually one or two big distribution boards somewhere in the saloon or wheelhouse receiving power from the batteries through two massively thick cables. Inside the distribution board the power flows through solid copper bus

bars that distribute it to the circuit breakers—maybe 100 or more of them. From each circuit breaker, thinner cables carry the power out to individual "consumers" such as lights and pumps—usually, but not necessarily passing through some kind of switch on the way.

So getting power from the batteries to fans that are ten feet away may well involve anywhere from 60 to 100 feet of wire, from the battery to the breaker, from the breaker to the switch, and from the

“The communications side of such a system can do much more than just switch circuit breakers on and off.

switch to the blower. Multiply that situation by the number of pumps, fans, lights, and motors onboard, and on a 60-foot boat, you could be talking about as much as a ton of wire.

One way to cut down on the weight and power wasted in all these long cable runs would be to give up the extravagant practice of providing every piece of equipment with its own private two-wire connection to the main distribution board.

Or you could have several smaller distribution boards: one in the engine room, one in the wheelhouse, and maybe one in each cabin. That would eliminate the need for cables carrying power from the wheelhouse to the engine room, for a start.

With less power flowing through the wheelhouse distribution board, it wouldn't need to be supplied through such thick cables. And as most 12-volt system cables have to be oversized in order to reduce the voltage drop over long runs, reducing the

Above: CZone puts power-system control on a compatible Simrad MFD.

Photo courtesy of Simrad

length of cable used might allow the cable size to be reduced even more.

Technically, decentralizing the electrical system—often known as “distributed power”—has a lot to recommend it. The big thing against it was us—boaters. We like to switch things on and off from the wheelhouse and have grown to love those huge, industrial-looking distribution boards.

But there have always been some pieces of equipment whose demands for power are so heavy that we’ve had no choice. It is simply impractical to route the power cables for a windlass or bow thruster up to a distribution board in the wheelhouse, up to a switch on the flying bridge, and then back down to the foredeck or to a space under the forward cabin. Instead, these high-power users usually do have their own completely separate power supplies, with individual circuit breakers and contactors (remote-controlled switches) mounted on or close to the equipment itself. What appears to be a switch in the wheelhouse or flying bridge is really a hard-wired remote control.

Of course, there’s no reason why the remote-control principle shouldn’t apply to a circuit breaker: There’s no real reason to have all the circuit breakers in the wheelhouse when you could have some in the forward cabin, some in the galley, and some in the engine room, all remotely controlled from the wheelhouse—except that until a few years ago there wouldn’t have been much point. It would probably have added more weight and complexity than it could save.

But then a handful of companies started developing solid-state circuit breakers that could be remotely controlled by a computer, with control signals sent through a communications network such as NMEA 2000. Systems such as OctoPlex, CZone, Capi2, and others combine the technical efficiency of a distributed power system with the convenience of centralized control.

The funny thing is that the communications side of such a system can do much more than just switch circuit breakers on

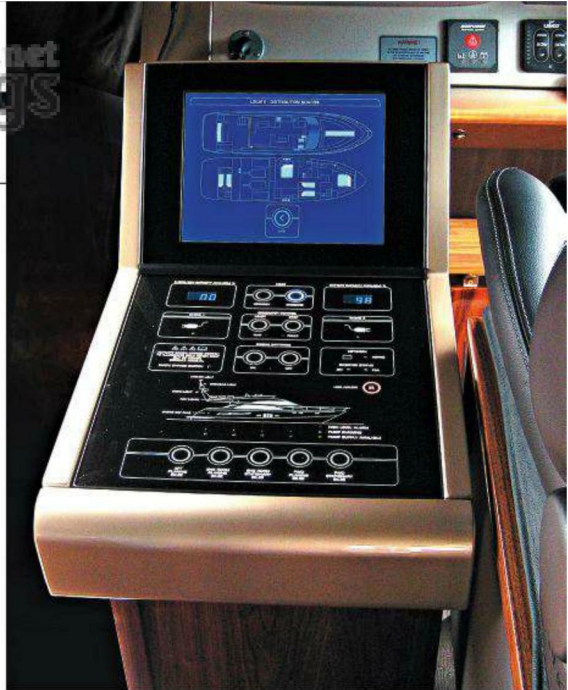
and off. So for many people, the original purpose of a distributed power system—saving weight, wire, and waste—is now secondary to its other benefits. “We estimate a weight reduction of cabling between 30 and 50 percent,” says Tijmen Harberink, operational manager of Capi2.

But Paul Holland, managing director of Energy Solutions, told me that for his company, weight savings is less important than the control and monitoring opportunities it offers. “I would regard the technology as being an assistant to saving weight when absolutely necessary,” he says. The big control enhancement is that the captain doesn’t have to remember which circuit breakers to switch on or off to adapt his boat’s systems to different situations.

Most distributed electrical systems include a central control unit that can be programmed to switch on the right breakers for each of several standard operating modes such as “underway,” “anchored,” or “marina.” Some also allow for automatic load-shedding, so that if the battery charge starts to drop uncomfortably low, the system will automatically conserve power by switching off the least important services.

Another neat feature—part of the enhanced monitoring—is that electrical information can be displayed alongside information from completely different sensors. You might, for instance, have gauges showing the levels in your gray-water and black-water tanks displayed on the same touchscreen as the breakers that control the supplies to the pumps; some systems take this a step further and incorporate an automatic shut-down function to cut the power to the shower pumps when the gray-waste tank is full.

“Monitoring” merges into diagnostics. In a conventional system, you may know when too much current is flowing in a particular circuit because you can see that its breaker has tripped. But a digital distribution board can also tell you when a piece of equipment is drawing less power than it should—perhaps indicating that a motor isn’t actually running even though it has



Above: Custom E-Plex consoles like this put all ship services in one place.

been turned on.

And then there’s the cosmetic angle—the range of options open to designers who can choose anything from a tucked-away control panel the size of a small chart plotter to an imposing Star Wars console replete with gauges, colored lights, and animated schematics. It’s even possible to dispense with the dedicated electrical panel altogether and control and monitor your electrical system on your multifunction display or even on your smartphone. PMY

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TIRED OF THOSE OLD
ELECTRONICS? WHY
NOT GIVE YOUR BOAT A
WHOLE NEW HELM?

A ROUSING REVAMP

W

ith mounting frustration, Pasquale Didonato eased his 48-foot Sea Ray Sedan Bridge out of the C&D canal toward the northern end of the Chesapeake Bay. It was well after dark, and a raster-scan radar screen gave his countenance a spooky glow as he leaned to the right in a half-crouch to check his lineup on an upcoming set of buoys. "Maybe I oughta sell this boat," he grumbled as he fiddled with the push buttons. An argument he'd been having with himself for months emerged yet again at the back of his mind.

Oh yeah, his 2002 Sea Ray was a great boat. She was easy to handle dockside, particularly for a midranger; her open-water performance was sweet; and she was roomy and comfortable inside, qualities his wife, kids, and grandkids especially enjoyed. But then there was the boat's helm design—Didonato hated it. And he especially hated the placement of the radar monitor on a small molded-fiberglass electronics flat, way off to starboard of the wheel. Every time he needed to check a target or fine-tune a control he had to rise from the helm chair, lean over uncomfortably, and stare into the screen's glow, all moves that invariably took his eyes off the water ahead, broke the continuity of his navigational attention, and momentarily nixed his night vision.

"But does it make sense? Getting rid of a boat just because you don't like the helm?" he wondered for what seemed like the thousandth time.

As luck would have it, the issue resolved itself a few days later. Didonato was driving his Mercedes along a busy highway near his Maryland home and simultaneously trying to program his car's GPS unit, mounted well to the right of the steering wheel. The exercise, although decidedly land-based, seemed to be producing the same level of frustration he was experiencing afloat. In fact, at one

TEXT BY CAPT. BILL PIKE

SPECIAL UPGRADE SECTION

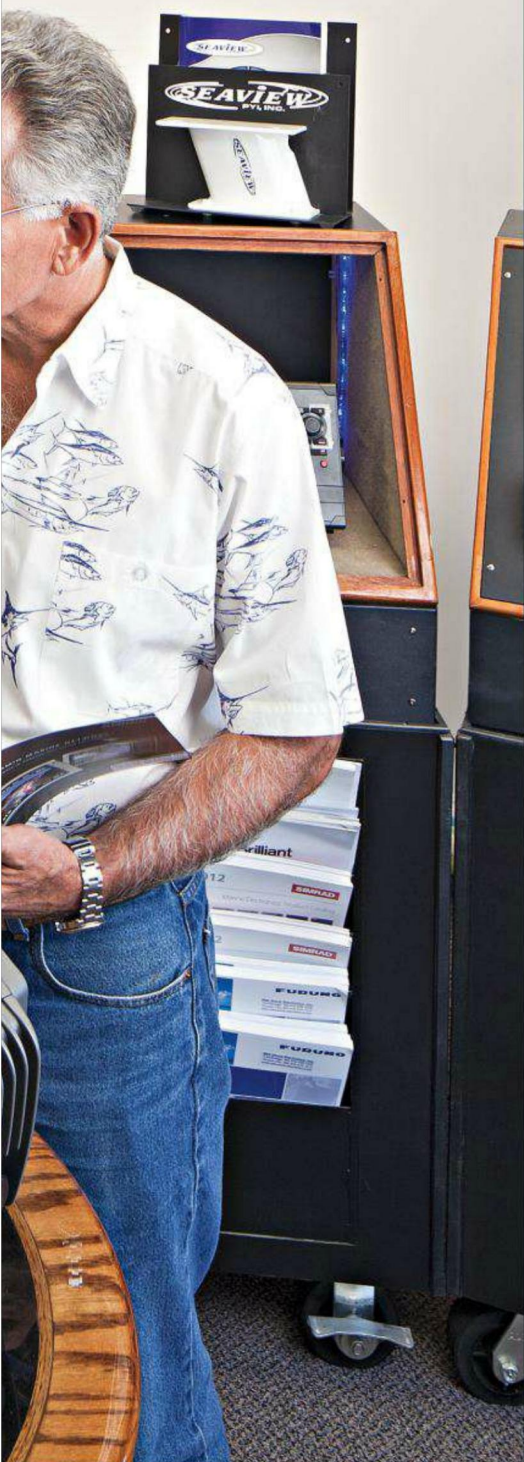
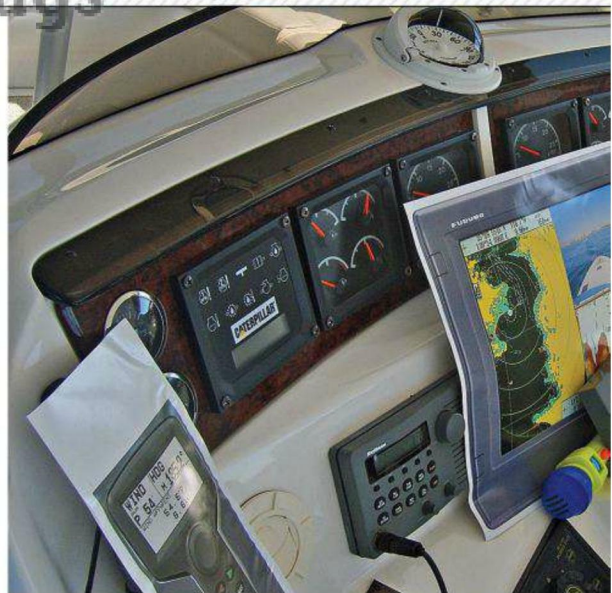
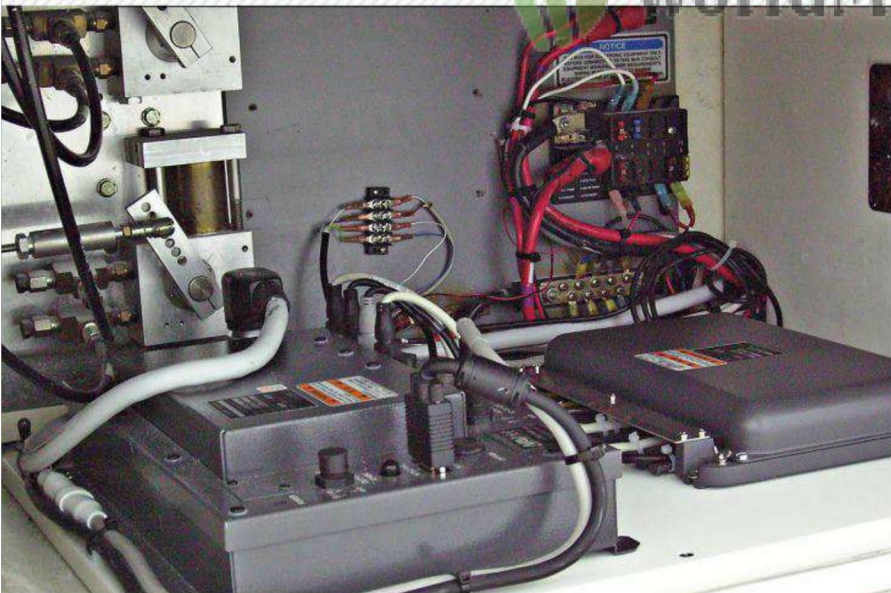


Photo by Greg Pease/ReduxPlus

Left: In Mid-South Electronics' showroom a salesperson tells a customer about the capabilities and possibilities of a redesigned helm.



“ I LOVE WHAT THEY DID WITH MY BOAT—IT’S DELIGHTFUL.”

Above from left: The underside of the new dash; placement of templates (note the radar well to starboard); the customer helps with CAD drawings. **Below from left:** Old helm minus old electronics and other components; new electronics flat roughed in; fiberglassing complete with two openings cut for air-conditioning vents, but more holes to come; the finished product.

point he was alarmed when he found himself tailgating another vehicle due to the programming distraction. An *aha* moment ensued. Didonato resolved to check out an increasingly popular service a friend had recently told him about: helm redesign.

The history of the concept's a short one. Approximately a decade ago the ongoing evolution of marine electronics took one heck of a leap forward. Thanks to super-fast microprocessors and advancements in CANbus technology, multifunction plotters with large LCD screens and networked-display capabilities began invading the marketplace, complete with sharper imagery and vibrant colors. Enthralled, boat owners concomitantly began pressuring electronics shops and boatyards to find ways to upgrade their older helms with these products.

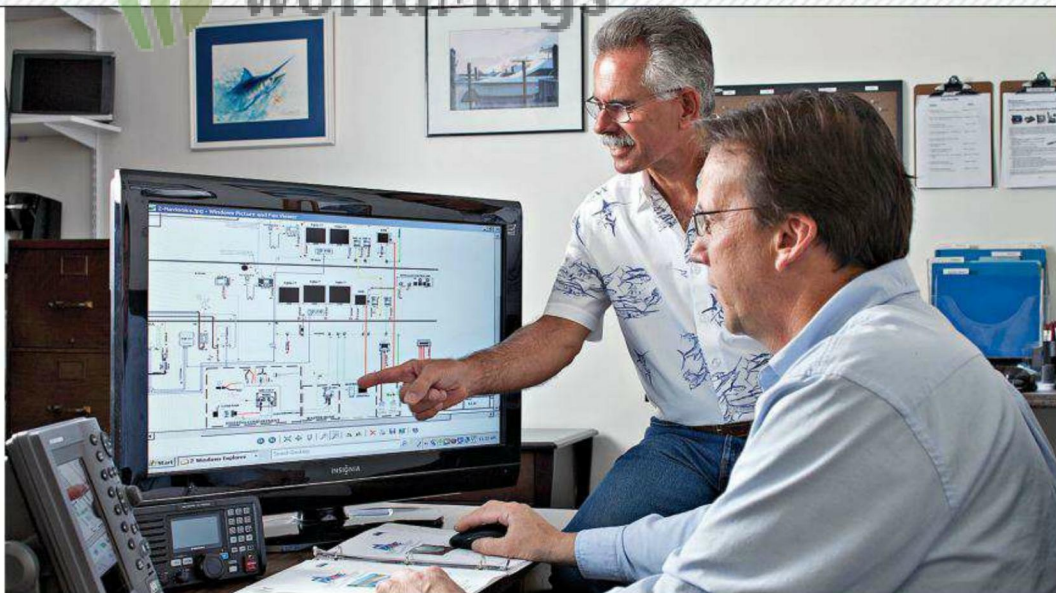
Good ol' American know-how characterized the response. By synching up with talented designers, computer programmers, and custom fiberglass fabricators, the electronics guys found they could modify older helms both stylistically and structurally and then install brand-new electronics packages in them, often with umbilically connected remote keyboards and other convenient niceties.

Didonato got busy. He stopped by a marine electronics shop he knew was solid—Mid-Shore Electronics of Ocean City, Maryland—and explained to a salesperson exactly what he was looking for in a new helm. In a day or so, Mid-Shore came back with what proved to be an acceptable cost estimate as well as a schedule of events for the next few weeks.

The first step was going to be comparatively simple—the Sea Ray would be



Photos courtesy of Mid-Shore Electronics



moved to a slip at Mid-Shore's waterfront facility. Next, with the company's help, Didonato would choose a new electronics suite that would fit both his preferences and his budget. Then after checking out a variety of layouts by superimposing paper templates of new electronics products over the old helm (see above) and leavening the result with input from a custom fiberglass guy, a CAD (Computer-Aided Design) expert, and Didonato himself, Mid-Shore would produce structural and electrical drawings that would be used to take the project to fruition.

Things went smoothly. Because Mid-Shore sells used equipment and parts as well as brand-new electronics, the shop was able to cut Didonato's costs slightly by adding his old-but-still-working electronics to its second-hand inventory after removal. The fiberglass work that came next took two weeks to complete and entailed filling in existing cutouts (for the old plotter, radar, autopilot, multifunction gauge, VHF, and air-conditioning vents, as well as engine and other instrumentation); transforming an old, two-tiered dashboard into a large, aesthetically pleasing electronics flat; and finishing off the new structure with a perfectly matched finish.

Installing the new electronics package itself, which included a Furuno NavNet system with radar and interfaced autopilot, an Icom VHF, and a CD player/tuner/multimedia Clarion marine stereo, took two Mid-Shore techs roughly 45 hours. Electronics hookups these days are complicated—dealing

with new equipment and special components that adapt older wiring to new is not typically a DIY enterprise. And the final cost of \$32,000 for the redesign (approximately \$7,000 for fiberglass work and materials with the rest going to new electronics, electronics installation, sea trial, and customer tutorial) was well within the original estimate.

"I love what they did with my boat—it's delightful," enthuses Didonato today. "Now I can sit in my helm chair, simply glance down at the big LCD right in front of my eyes, make radar, course, and other adjustments as needed with the keyboard in my lap, and never have to really take my eyes off the road."

"And what's more," he adds with the warmth of a guy who loves everything about his boat now, "the job looks like a million bucks . . . like my helm came out of the plant just the way it is right now." PMY

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ROCK THE BOAT

FUSION AMPS UP THE TUNES WITH A MARINE STEREO YOU CAN CONTROL FROM YOUR IPAD.

Two things come together around Jim Akins: tunes and technology. The 57-year-old Regal owner was an early adopter of the iPod, and it's the technological halo of that Apple-brand item that led him to his boat's stereo system.

Akins' Regal 35 Sport Coupe had a Fusion system as part of its original equipment, and he and his family use it more often than not. The Fusion MS-AV600 is a marine AM/FM/CD/DVD player with a Sirius Satellite Radio receiver, and on Akins' boat it's hooked up to two flatscreen TVs as well as six six-inch, two-way speakers.

"It's just so user-friendly, I can tell exactly which but-

tons I need to hit to get to where I want to," Akins says. "I can hook up the iPod automatically—basically it just goes on—and it's the same with putting in a movie." He doesn't want to fiddle with his stereo while he's onboard with his friends, sons, and dog.

Fusion designed the head unit and large, simple-to-understand controls specifically for boaters. "One of the things I like about it is the big display. It's very easy to read, even from a distance," Akins says. "I wear reading glasses, and I don't even use them if I want to glance over to see what station or even what time it is."

The Fusion's functionality also meets Akins' needs, as zone-by-zone control lets him dial in the volume separately in three onboard locations. "We like to anchor right off the beach area in Clearwater [Florida]," Akins says. "And of course it gets very warm in the Gulf so we're just kind of standing in the water. But we want to hear the music. We usually turn off the downstairs speakers and just use the cockpit-area speakers. Once in a while we leave the dog downstairs, so I definitely don't want it blasting at him or anything like that."

A true technophile, Akins is already looking to the future, and for him that is the new Fusion 700 series, which became available in March, after presstime, and is designed to optimize the 600 series functionality. For starters, it will have a daylight-viewable, thin film transistor (TFT) color display. "It's a pretty dramatic difference in terms

TEXT BY JASON Y. WOOD

SPECIAL UPGRADE SECTION



Above: Fusion's MS-AV700 does it all for media mavens, from providing an intuitive control of digital music to playing DVDs. **Left:** A good entertainment system is easy to use and can elevate the experience for everyone aboard.

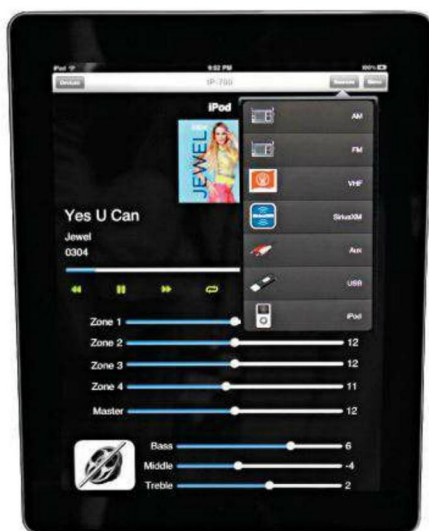


For step-by-step stereo installation photos go to PMYmag.com.

“MOST USERS WANT THE COCKPIT AND FLYING-BRIDGE MUSIC TO PLAY ABOUT TWICE AS LOUD AS THEY WANT IN THE SALOON.”

Below: The Fusion system can be controlled from an iPad thanks to integral Wi-Fi.

Right: Fusion speakers are built robustly. **Below right:** Various faceplates let the user customize speakers to suit their boat. **Opposite:** Amplifiers (top), speakers, and subwoofers let users customize their systems.



of presentation,” says Todd Crocker, sales manager of Fusion Electronics USA. “We’re streaming the cover art.”

Beyond the look of the unit, the biggest shifts in the 700 series are how much additional control it gives the user and how it connects to everything else. While Akins likes the zone control on his 600 series, Fusion added a zone to the new version—now it offers four separate control areas. The 700 series goes one better by letting the user customize the names of the zones within the system. “Most users want the cockpit and flying-bridge music to play about twice as loud as they want in the saloon—it’s just a function of bringing the audio to the outdoor space,” Crocker says. “We let you maintain that linear difference when you raise or lower the volume.” What he means by “linear” is that you can control the sound in all four areas and keep the proportion of loudness the same with the touch of a finger.

The integrated control of the system won’t stop there thanks to Fusion-Link, a software platform that will allow the system to work seamlessly with a multifunction helm display. “The operator is going to be able to go to that multifunction device and take full control of the stereo and do anything he can do on the head unit,” Crocker says. As users of button-deprived smartphones and tablets will attest, touchscreen devices lend their intuitive functionality to sliding through album covers, selecting tracks, and shaping the music acoustically. Fusion isn’t saying which marine-electronics manufacturers are developing helm devices to connect to the stereo, but development kits have been released to all of them, and he says three have signed on.

Fusion is also anticipating that its system will become part of a greater constellation of helm devices, so the 700 series is the first NMEA 2000-certified audio product, according to Crocker. “Our control head unit can link to an existing NMEA 2000 backbone, or you could actually begin the creation of a backbone, and we can then export data along the NMEA 2000 pipe to our remote control,” he explains. “So now our remote becomes an NMEA 2000 data repeater as well as a link to the head unit.” The user can set the Fusion remote to show any network data available on the boat’s helm system, from tank levels to anchor-dragging alarms.



The Fusion 700 series needs to be plugged into a router. But system designers didn’t get ahead of themselves and try to deliver the Internet through the stereo system. Instead, that router will create a wireless local area network (LAN) on the boat that in conjunction with an app available for iPad, iPod Touch, iPhone, and Droid devices, turns touchscreen mobile devices into remote controls and lets any app user control the system from a device they already know how to work.

It all sounds good to Jim Akins. “My sons are into that bass sound—they probably would have wanted a subwoofer. But we opted to use the money toward satellite radio instead,” he says. Maybe Akins’ next upgrade will bring that pounding beat. At least his dog won’t have to hear it. PMY

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Photos courtesy of Fusion Electronics



ADORE A VACUUM?

YOU JUST MIGHT.
HOTVAC CLAIMS THIS
ONE CAN CURE HULL
BLISTERING ONCE
AND FOR ALL.

TEXT BY KEVIN KOENIG ILLUSTRATIONS BY STEVE KARP

SPECIAL UPGRADE SECTION

The Scots, as it turns out, have a knack for innovation. After all, what would a Sunday morning be without golf? Or a Friday evening cocktail party without whisky (no “e”). And where would the world be without Dolly, the world’s first cloned sheep? Scotch inventions all. In fact, arguably the most important discovery of the 20th century was made by a Scotsman, Sir Alexander Fleming, when he stumbled across the mold that would become known as penicillin. Into that illustrious mix, comes a new contender from the blustery Highlands, one that is alleged to cure hull blistering, an ailment potentially no less dire to your boat’s health than any penicillin-treatable ailment would be to your own.

Hull blistering is a fairly common sight in boatyards and, as its name implies, consists of small, unsightly bumps on the boat’s hull below the waterline. Blistering can adversely affect a boat’s fuel efficiency, speed, strength, aes-

thetics, insurability, and in some cases, safety. The phenomenon occurs because of a nasty little chemical compound called polypropylene glycol, which is a high-molecular-weight alcohol that acts as a “water scavenger,” sopping up excess water in polyester resin during the laminate’s curing process. However problems occur because that glycol has nowhere to go after the hull is cured and when the boat has already been launched.

When a boat sits in water, osmosis naturally occurs. You remember osmosis from your tenth-grade biology class I’m sure. But if you need a refresher, it can be defined as the tendency of a solvent to pass through a semipermeable membrane in order to achieve stasis, which is the balance between both sides of the membrane. In a boat’s case, the solvent is sea water and the semipermeable membrane is your gelcoat. Yes, that’s right: All gelcoats are essentially plastic and thus to some extent permeable. Once the water infiltrates the gelcoat via osmosis, it is slurped up by those thirsty glycols. This process in turn creates hydraulic pressure that forces the gelcoat outward, and *voilà* you’ve got yourself a hull blister.

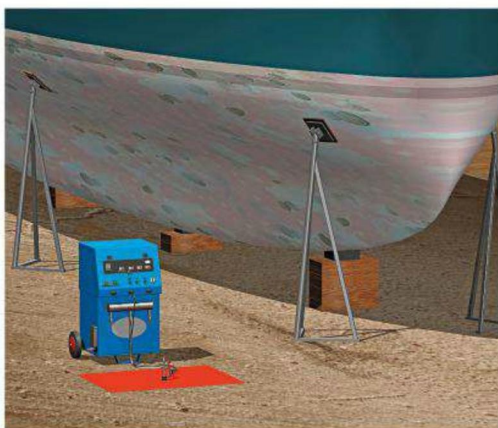
Historically speaking, there wasn’t much you could do once your boat started developing blisters. The common “cure” was to take her out of the water, scrape away the gelcoat, grind out the offending blisters, and let the fiberglass air-dry. It was, and by some accounts remains, a cross-your-fingers situation. If in fact the hull did dry out to acceptable levels as registered by a

The Hotvac, replete with its silicone-rubber electric blanket, uses a combination of heat and vacuum.

moisture reader—commonly put at about five to six percent moisture—the blisters would be filled with an epoxy and the gelcoat reapplied. But oftentimes it didn't work that way, and the boat owner was up the creek without a paddle, not to mention a damaged boat.

Enter those resourceful Scots. In 1995, engineer and ship surveyor Terry Davey decided he had seen enough hull blisters in his line of work to

Below: The Hotvac is relatively small and compact. **Top right:** After the hull has been prepped, the silicone rubber electric blanket is placed over the blistered area and sealed in place. **Bottom right:** After two to six weeks, the moisture level of the fiberglass is typically low enough so that repairs can be made and the hull can be painted.



“WE HAVE NEVER SEEN ANY HOTVACED BOATS COME BACK FOR BLISTERING AFTER WE USED THE PROCESS.”

last a lifetime. So he decided to do something about it. The result was Hotvac, a system designed to quickly and effectively dry out a wet hull for good. The components are fairly simple: a silicone-rubber electric blanket, sealing tape, and a vacuum machine. Once the gelcoat has been peeled off by a technician, the blanket is placed over the affected area like a patch and then sealed to the hull with tape. Then the vacuum, which is connected to the blanket via hoses, is cranked up until the atmosphere beneath the blanket is five millibars absolute, which is almost a complete vacuum. The blanket is then heated. Because glycol is an alcohol, it normally has an extremely high boiling point—392°F—a temperature that would severely damage a boat's laminate. However, since the area is under a vacuum, the boiling point of any glycol under the blanket decreases drastically, down to about 190°F, which is safe for the laminate. Once they reach this temperature, the glycols evaporate and are sucked out through the tubes. When the process is finished, the blanket is removed, the blistered areas are coated with thickened epoxy and regelcoated, and the boat is good as new. It's a great invention in theory. But does it actually work?

To find out the answer to this question, I interviewed Chris Bubin of Anchors Away Boatyard in Hampstead, North Carolina, and Arthur Swygert of Ross Marine in Johns Island, South Carolina, both of whom have used the Hotvac system extensively.

Both men agree that Hotvac does in fact work. Bubin has had his machine for about eight years and completed dozens of jobs with it. “It works great,” he says. “We’ve never seen any Hotvaced boats come back for blistering after we used the process.” But he does admit that it works more quickly on some boats than it does on others. “We did one racing boat that had a lot of carbon fiber in it and a foam-cored hull. It was wet to the core,” Bubin says. He told me that job took longer than the two to four weeks it usually takes to complete the process, but that no boat has ever taken more than six weeks. This is opposed to the four to six months (or even more) a boat can take to air-dry.

For his part, Swygert also likes Hotvac, though he doesn't always recommend it. “I only tell people they need Hotvac if their hull pegs my moisture reader, otherwise it may be more cost-effective to air-dry,” he says. “But even if the reader does peg, Hotvac can still get the moisture readings down to about two or three percent. Which is pretty dry. So yeah, it works.”

He raises an all important concern however: cost. Drying out and repairing a blistered hull ain't cheap. Prices vary depending on the size of your boat, but all in—including labor—jobs typically run about \$14,000 to \$16,000—compared to the roughly \$10,000 it costs to air-dry and repair a boat. And so the choice, as it so often does, becomes a personal one. Spend around \$15,000 to have a totally dry boat in about a month, or spend ten grand and have your boat out of commission for five months with no way of knowing if her hull will actually be fully dry. Now if you're possessed of proverbial Scottish frugality, you may go the air-dry route, but otherwise, Hotvac seems to be worth a look. PMY

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■ HOTVAC HULL CURE

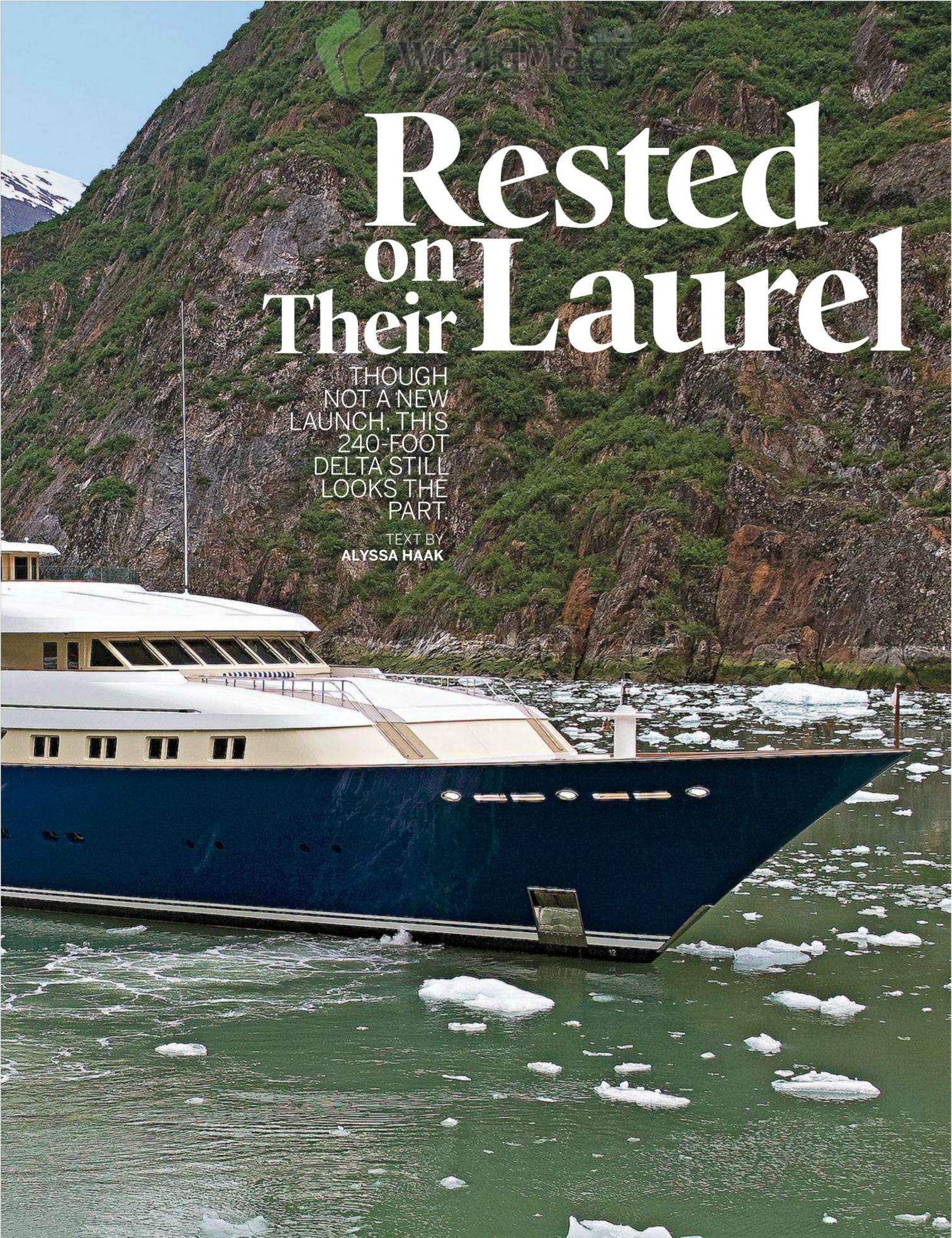
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SPECIAL UPGRADE SECTION





Rested on Their Laurel

THOUGH
NOT A NEW
LAUNCH, THIS
240-FOOT
DELTA STILL
LOOKS THE
PART

TEXT BY
ALYSSA HAAK

T

Specifications

Construction:	Steel hull and Composite superstructure
Classification:	Maltese Cross 100 A1 SSC Yacht, G6, ✱ LMC, UMS
Engines:	2/2,500-hp CATs
Range:	6,000 NM at 13 knots
Generators:	3/340kW CAT, 1/130kW G&M
Watermakers:	HEM 40
Stabilizers:	4/Quantum QS Zero Speed
Air conditioning:	NR Koeling b.v.
Water Capacity:	11,000 gal.
Interior design:	Donald Starkey
Naval architecture:	Delta Design Group

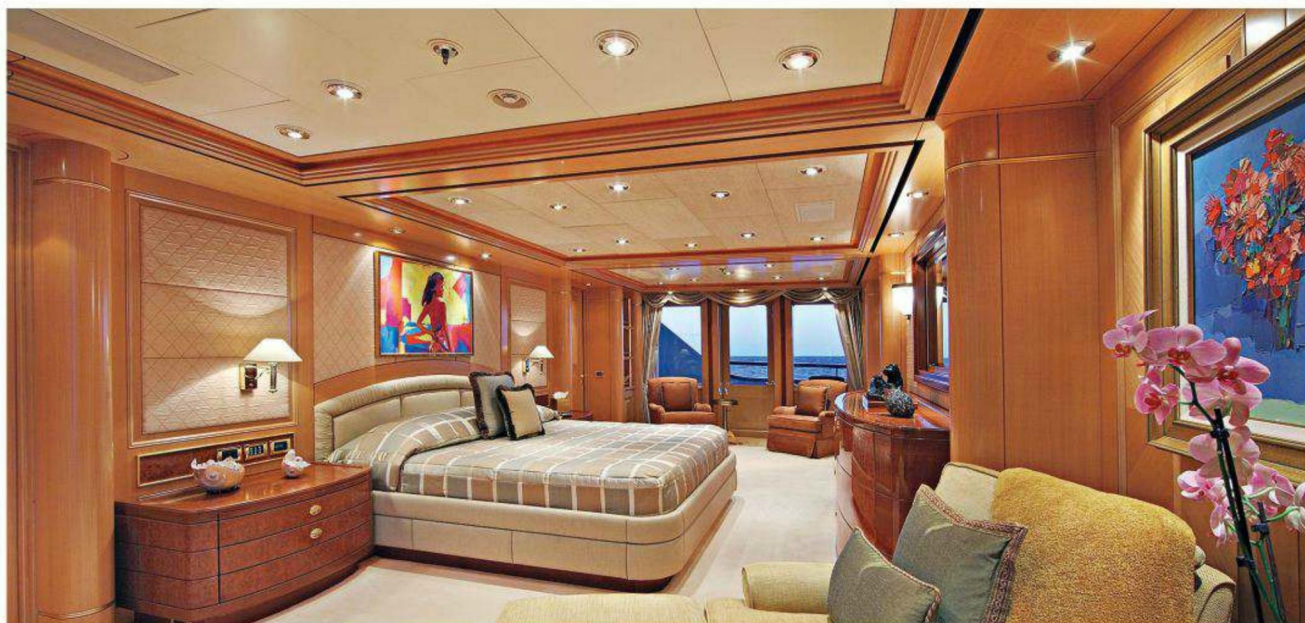
hey launch with a splash. After years of planning and construction, the christening of a megayacht can explode through yachting publications not unlike the explosion of champagne across the bow. The owners extend the passerelle leading to their new vessel and welcome journalists into their escape.

But sometimes even owners of history-making yachts prefer to keep their hideaway hidden away. And it was not that Delta's 240-foot *Laurel* went unnoticed when she first launched in 2006. At the time, she was the largest yacht to have been built in the United States since the 1930s and she debuted at No. 7 on *PMY's* list of America's Largest Yachts and No. 46 on *PMY's* World's 100 Largest Yachts.

Though she's since been unseated as the largest U.S. build by *Cakewalk*, her steel hull and composite superstructure remain unique. Washington State-based Delta Marine specializes in composite megayachts and crafted this superstructure mainly to save weight. When combined with a durable steel hull, *Laurel* became the long-distance cruising yacht her owners had envisioned.

Over the ensuing five years, *Laurel* has covered more than 115,000 NM and collected nearly as many stories from her travels. And although she no longer has that new-yacht smell, careful maintenance combined with her linear and ageless design mean she doesn't look a bit older than the day she launched.

Laurel was moored stern-to at last year's Fort Lauderdale boat show, and I was able to dash aboard during a brief lapse in the rain that plagued the event. After climbing the protected stairs from the swim platform to the main deck, Capt. David Clarke, who would be my tour guide, pointed to some overhead panels. Located here and over the bridge deck's aft dining table, these nondescript white squares cover



Above: The full-beam master features watertight doors that open to private side decks, which are usable while the yacht is underway.



heating panels that allowed the owners to get extra use of the yacht's exterior spaces during cruises in Maine, Alaska, and Patagonia.

From the main saloon throughout the accommodations deck, *Laurel* features an interior that doesn't lack for luxury yet won't compete with any landscapes. The luxury here is like a bespoke suit: It doesn't require labels to prove its quality. Comfortable tan seats in the main saloon look welcoming, and a table in the discrete formal dining area a few steps away required one craftsman two years to build.

While standing in the dining room beneath fiber-optic constellations, the captain opened cupboards and drawers. "Things can only be found in two places," he said, "where it's stored and where it's being used." A soft-spoken and detail-oriented man, he clearly loves this boat. He spoke of the drawers of carefully stacked napkin rings with

the same pride as the day head's alchemy sink, which means they are lined with 18-karat gold.

Compared with other 240-foot yachts, the master suite is farther aft. Clarke explained that the location provides a more comfortable ride, eliminates noise from deck operations such as the raising of the anchor, and provides more room for the crew. Doors to starboard and port lead to sheltered side-deck seating areas. Private and featuring more of those overhead heating panels, the balcony is also accessible from an aft door so that the crew can work unseen.

And that's not just in the owner's cabin. Throughout the guest spaces, crew have access from multiple points. On the accommodations deck, the four en suite VIP cabins—which feature identical queen beds and are identified by the wood ornamentation on their

Clockwise from top: The neutrally hued main saloon; impeccably organized stowage; and formal dining beneath a starry overhead.





doors—are accessible via either end of the passageway.

Forward there are two flexible-use rooms, both featuring Pullman berths and en suite baths. To starboard is first a wicker-lined cabin with two twin beds for children or staff, and beyond that, a cabin that can convert into a massage room.

The main spiral staircase from the cabins to the bridge deck wrap around a custom glass scene depicting the ocean from its floor to the surface: The seaweed gives way to fish and then turtles, and finally dolphins, which play in the sunlight shining through the skylights.

On the bridge deck nothing is as it appears. The leather-walled library, with its rich oil paintings, is also a soundproof cinema where the art hides the TV screens. In the skylounge a painting of a cow balances another retractable one depicting wheat, which covers the TV, and the coffee table stores the games and remotes.

The captain next led me to the rain-soaked sundeck, which features an aft-facing Jacuzzi flanked by an outdoor shower and a multi-tier fresh herb garden for the chef. The large open space we stood on had again been designed for multiple uses: sunbathing, rescue-tender stowage, and a touch-and-go helipad that can accommodate a 6,000-pound chopper. A spigot at the base of the shower helped explain

how *Laurel's* dark blue Awlgrip hull paint has maintained its sheen since her launch: Increased water-heater capacity allows both cold and hot water to be available for the exterior washdown.

Actually “sundeck” might be a misnomer for this space as there are plenty of interior spaces too, including a guest gym and an observation room that is raised six inches so guests can see over the bulwarks. Just outside though a second helm pops up for when “the owner wants to put on a show,” the captain said.

The main helm is a deck below and fitted out to Clarke's preferences, a perk of being the build captain. The two-stage setup has plenty of space for navigation planning and supports a leaning post that can convert into a seat. To ensure both security and service, there are 32 cameras onboard, allowing the interior crew to provide “service from afar,” as the captain described it, and zoom in enough to tell if a guest needs a wineglass refilled without interrupting conversation.

From the foredeck, we entered into the crew space. The lower-deck galley serves the large mess via a dumbwaiter, and built-in chafing dishes keep food warm (and stowed in rough seas). Port-side stairs leading down to the tank deck stop at a waterline exterior door for taking on supplies or taking off trash, which has its own dedicated

Left: The main staircase wraps around this glass sculpture for three decks. **Above:** The bright skylounge is perfect for breakfast.



Top: The sundeck hot tub is flanked by an herb garden and shower. **Above:** The aft bridge deck has plenty of seating for any occasion.



room on the lower deck. Even after five years and at least 115,000 miles, there was no odor.

In addition to that dedicated garbage-sorting room (with space to separate the types of recyclables and a glass crusher), the tank deck also has the requisite liquor room, galley, walk-in refrigerators, freezers, and a spacious and well-organized laundry room. In the forepeak, the crew gym has space for each crewmember to get a locker, a rare amenity.

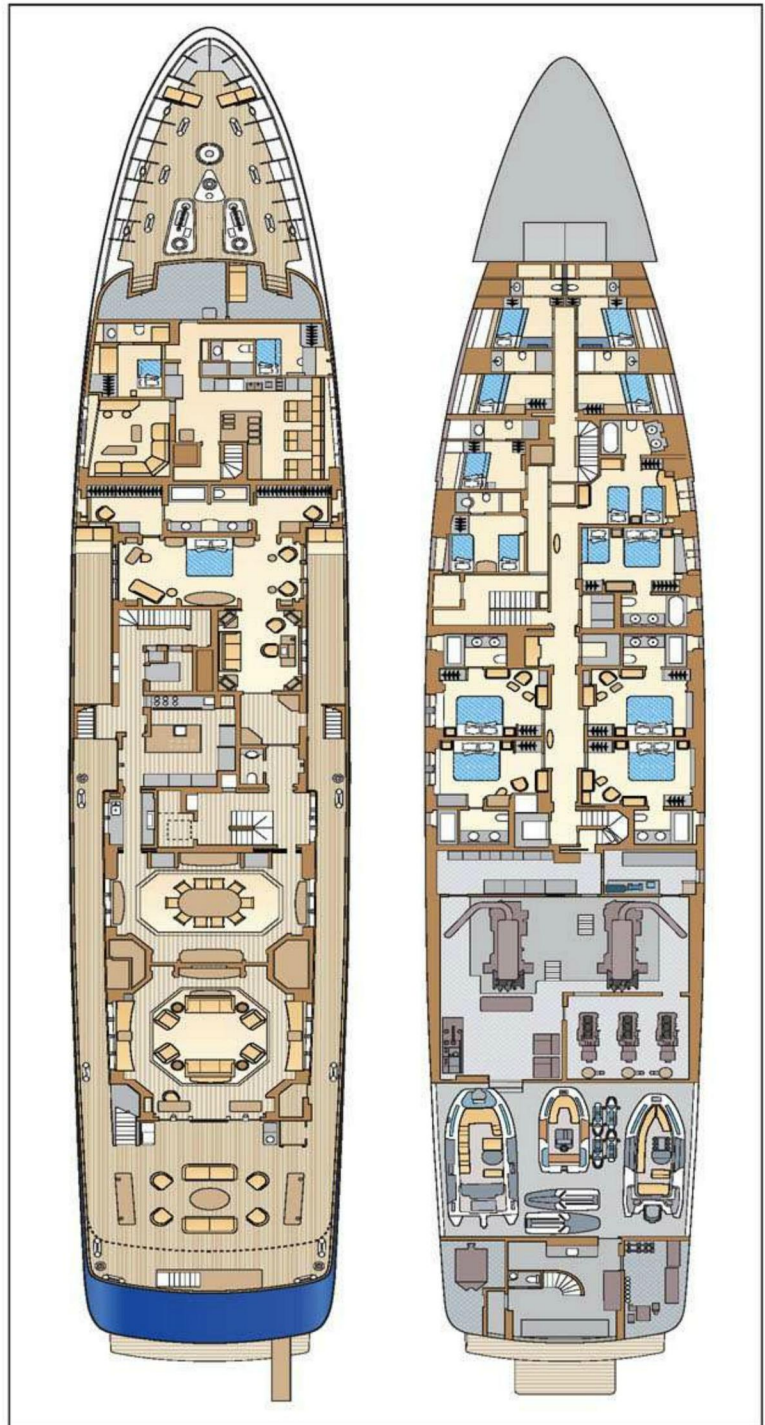
And the crew luxuries don't go unnoticed. Many of the crew of 25—from the captain and chief engineer to the steward in charge of laundry—have spent years onboard. Three engineers watch over the spacious engine room, which is just forward of the tender garage, which has a starboard-side launch hatch. Not only is there enough room for two to walk abreast between the engines but there are also standalone workbenches and tool chests, which contain some of the \$700,000 worth of spare parts that are organized as carefully as the dining room's napkin rings.

From the pristine guest spaces to the immaculate engine room, *Laurel* might be older and wiser than her recently launched counterparts, but you certainly couldn't tell by looking at her. PMY

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NEED TO KNOW

DELTA
LAUREL

LOA: 240'0"

Beam: 40'2"

Draft: 12'0"

Speed: 18.2 knots

Std. Power:

2/2,500-hp CATs

Accommodations:

Owner and guest state-rooms for 14, 25 crew

Above: Built-in overhead ceramic heating keeps the private owner's side-deck seating warm no matter where *Laurel* cruises.



The Full Monte

MONTE CARLO
YACHTS 65
ADDS SMART
OPTIONS TO
A COMPLETE
PACKAGE.
TEXT BY ALAN HARPER



Safety is one of the 65's strongest selling points thanks to her high bulwarks, secure side decks, and a Portuguese bridge around the



front ensuring safe access forward. Note the LED-lighting tubes that rise from the deck.

Photo courtesy of Monte Carlo Yachts

The view from the air was pretty unequivocal: billows of clouds borne on northerly winds, cascading down snow-covered mountains towards the ocean. Offshore, ships battled against the icy gale, burying their bows in huge seas and raising sheets of spray.

To me, it really didn't look like boating weather. As our British Airways jet wheeled around on its final approach though, I could see that conditions inshore looked more civilized. It was an offshore wind, after all; the water close to the shoreline was patterned with lively cat's-paws but still seemed pretty flat—it might be okay. Meanwhile, our game little Airbus was being not so much buffeted by the wind as swatted. It took the flight crew two attempts to get it on the ground.

After that, amidst freezing blasts of wind whipping across a deserted marina the next day, the ice-slick deck of the MCY 65 seemed like a comfortable place to be. Monte Carlo Yachts' new baby was introduced last fall at Cannes, and this first example, with its custom blue paint job, had cruised right around Italy from the Monfalcone shipyard in the middle of winter to catch a ship to China. Sharing a distinctive profile with her bigger sister (see "Avant Garde," January 2011), the 65's Portuguese bridge is probably unique among nontrawler yachts in this size range, and with deep bulwarks it has unusually secure decks.

Daring to be different is a feature of this yard. Part of the giant Beneteau boatbuilding combine, MCY is run as an autonomous operation in Italy and takes great pride in its technology. Resin infusion is not such a rarity as it once was, and it is probably no surprise that the



Top: The aft galley creates a bridge between interior spaces and the cockpit. **Above:** The 65's spacious full-beam master suite.

optional hardtop is made of carbon. But the modular assembly methods employed at Monte Carlo Yachts—where interiors are built in their own tray moldings before being lowered into the hull and bonded in place with tolerances as low as five millimeters—represent the kind of manufacturing precision not often seen in production boatbuilding. The resultant monocoque stiffening of the structure takes up a lot less space than conventional frames and stringers and adds useful, usable volume to the hull. So the 65 is noteworthy for its generous headroom below decks and for the amount of stowage space built in, taking advantage

of the available width and depth. You can see this in all the cabins but particularly in the unusually spacious guest twin, as well as in the 65's businesslike engine room, which feels much more roomy than any 65-footer's has a right to be.

Modular construction is also quicker and cheaper than traditional boatbuilding methods. This has allowed the shipyard to look hard at the standard specifications. True, this list lacks any serious entertainment equipment but, remarkably, it does include a fully fitted and very comfortable-looking twin-berth crew en suite.

Nuvolari-Lenard takes care of styling and interior layouts for Monte Carlo Yachts, and it too is quite happy to do things a little differently. The galley-aft layout of the 65 works especially well. With the aft doors hinged open and no step separating the interior and exterior spaces, the dining area and cockpit seating form the base of a sociable triangle with the galley at its apex. The raised seating area amidships, meanwhile, serves as a separate, secluded saloon that can offer a touch of welcome privacy when moored stern to the quay.

The 65's flying bridge extends across virtually the full beam and provides a wide expanse of relaxation space that can be sheltered by the optional T-top, with its sliding fabric sunroof. The barbecue area has been placed right aft, which is a sensible use of space. However, if I were the chef I would definitely want higher guardrails here, especially when using a glass of wine as a cooking aid. The forward sunbathing area is easy and safe to access thanks to that Portuguese bridge, and as on the MCY 76 the foredeck working area is recessed into the deck, to improve security during mooring and anchoring operations. Stowage has not been forgotten out here either—there are big, useful lockers both forward and on the flying bridge.

Monte Carlo Yachts offers three levels of interior décor, ranging from “standard”—which looks pretty nice—to the “extra luxe” finish on this boat, which calls in expensive designer fabrics, excellent, tactile detailing, and acres and acres of elegant leather. It's all beautifully executed and extremely plush, but if you have your own ideas for the interior, the shipyard will be happy to introduce you to the designers at Nuvolari-Lenard and produce a custom scheme just for you.

Our 65 was fitted with the standard



The Basics



Standard equipment:

Electro-hydraulic steering; ZF electronic engine controls; 88-lb. Delta anchor, 2.3kW Quick windlass w/230' 1/2" chain; 1,320-lb.-capacity electro-hydraulic swim platform; 10kW bow thruster; Böning monitoring system with 2/10" screens; 23kW Kohler genset; air-conditioning; Raymarine ST70 log/depth/autopilot, 48-mile radar, Ray 240E VHF DSC, PB200

weather station, G120 flying-bridge display; 4-ring ceramic cooktop; 50-gal. fridge; freezer; microwave oven w/grill; deck lighting; teak cockpit table; crew cabin

Optional power:

2/1,200-hp MAN V8-1200 diesels

Optional equipment on test boat:

Xenta joystick control system; Humphree Interceptor trim system; electro-

hydraulic passerelle; Echopilot forward-looking sonar; 15" Böning monitors; Bose Lifestyle Home Theater; 40" LED TV in saloon; 32" LED TV in master, 26" LED TV in VIP; 19" LED TV in twin cabin; Dupont hull paint; carbon-fiber hardtop; water-maker; washer/dryer; teak bulwark capping; “extra luxe” interior

Base price:

\$1,975,400

Above: The 65's practical lower helm station features optional joystick controls.



twin 1,000-hp MAN diesels—there are another 400 horses available if you wish—and as we wrapped up in gloves, hats, and scarves and headed out of the marina, the two big V8s were barely audible. My aerial impressions of the previous day proved correct: inshore, although it was blowing hard and bloody freezing, the water was flat enough to get our performance trials in. At this point the crew confided that the boat was stopping off at the Hainan (China) Rendezvous before being delivered to her owner in April and was therefore carrying some brochures—about a ton of them. So although the fuel and water tanks were relatively light, at full cruising displacement we nevertheless managed a two-way top speed of just under 29 knots—slightly shy of the shipyard figure. Acceleration was also a bit on the slow side by current standards, at around 24 seconds to 20 knots, but that is hardly an issue on a cruising boat. She climbed happily onto the plane with no fuss

once the secondary turbos kicked in and handled with verve and precision, barring the odd bit of spray which came aboard—to no one's surprise in these conditions. As we headed farther offshore to find some lumpier water, the 65 showed herself to be comfortably poised and capable of relaxed and remarkably quiet cruising throughout a good range of planing speeds.

Overhead, a 737 coming in low on its final approach was being buffeted by icy blasts eddying off the mountains. My stomach gave an involuntary lurch. My flight back was in a couple of hours—but to me, it really didn't look like flying weather. PMY

■ MONTE CARLO YACHTS

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Above: At MCY they say that “if you see a cushion, there’s a locker under it,” and it’s true on the 65, including on the flying bridge.



PMY's Numbers | MCY 65

rpm	mph	knots	gph	mpg	nmpg	range	nm range	db	angle
600	7.7	6.7	2.9	2.65	2.31	2,205	1,922	59	0.0
1000	12.0	10.4	12.9	0.93	0.81	774	674	63	1.0
1250	13.3	11.6	24.6	0.54	0.47	451	391	66	2.0
1500	16.1	14.0	39.9	0.40	0.35	333	291	66	4.0
1750	20.8	18.1	56.3	0.37	0.32	308	266	70	4.0
2000	26.2	22.8	78.5	0.33	0.29	275	241	71	5.0
2250	31.0	27.0	98.8	0.31	0.27	256	225	74	5.5
2350	33.0	28.7	113.6	0.29	0.25	241	208	75	5.5

vitals

Propulsion:

2/1,000-hp MAN V8-1000s; ZF 510-1A reduction gears, 2.222:1; 31.5"x 43.3" 4-blade Nibral props

LOA x Beam:

60'0"x17'0"

Weight (dry):

61,728 lbs.

Draft: 4'3"

Fuel: 925 gal.

Water: 198 gal.

Std power:

2/1,000-hp MAN V8-1000s

Cabins: 1 master, 1 VIP, 1 guest, 1 crew

Price as tested:

\$2,238,800

Conditions:

air temperature:

35°F; **sea tem-**

perature: 55°F;

humidity: 43%;

seas: 2'-3'; **load:**

296 gal. fuel, 61

gal. water, 9 per-

sons, 2,400 lbs.

gear. **Speeds** are

two-way averages

measured w/ GPS.

GPH taken via

MAN electronic

display. **Range** is

90% of advertised

fuel capacity.

Decibels mea-

sured at helm on

A scale. 65 dB-A is

the level of normal

conversation.



Above: The 65's full-beam flying bridge and optional carbon-fiber hardtop mean fun entertaining.



A FEW
CLEVER NIPS
AND TUCKS
BRING
YOUTH BACK
TO THE
AZIMUT 62S.

TEXT BY ALAN HARPER

Revitalized Rocket Ship

Azimut's new 62S Italia cavorts for the camera off the south of France. Our test conditions weren't quite so balmy and pleasant



Photos courtesy of Azimut

Azimut marked the 150th anniversary of Italian unification last year by relaunching one of its most popular and successful models. Newly dubbed the Italia in honor of the occasion, the 62S reminded us that she blew our socks off when we tested her in her original guise six years ago. She had everything—looks, performance, comfort, and innovation. In fact, she seemed to us to be pretty near perfect. About the only thing we didn't like was the instrument layout. So for Azimut to launch a “new and improved” version is either a very brave or a very foolhardy move.

Either way, doing so is a sign of the tricky trading conditions under which all boatbuilders are laboring at the moment. The market craves novelty, yet the design and manufacture of totally new models requires massive investment. The “mid-life update” has to be the way to go—even if effecting obvious improvements to boats as successful as this one can be a tough task.

First things first—the instrument layout is much better. Those impressive but impractical long rows of dials and switches have been replaced by more ergonomically sensible groupings, and the bench alongside the helm seat has morphed into a single, comfortable navigator's chair. Full marks so far.

What else? One feature of the original 62S that really made an impression was the lower saloon area, opposite the galley, with its big sofa and TV. Of course it took up the space of an entire cabin but the area worked so well that we gave it a resounding thumbs-up in our 2006 test report. Since then, wiser heads in the Azimut design department have clearly prevailed because this

but they helped give us a better idea of this excellent and well-tried hull's true capabilities.



Top: With new décor and a glazed sunroof, the 62S's saloon is stylish and comfortable. **Above:** The spacious full-beam master.

space is now put to much more sensible use as a two-berth guest en suite, which might lack a little in stowage volume but nevertheless has two full-size beds and 6'5" headroom.

The VIP suite in the bow, which features generous hull windows and those innovative scissor berths that have since been so widely copied, has not been changed in any fundamental way, and the full-beam master suite, with its huge offset berth, roomy shower and heads, and excellent breakfast dinette, was always a superb example of its type. The Italia's interior decor has been slightly muted, although its stripey zebano veneers, pale leathers, and stainless-steel trim still exude great confidence. Up in the saloon the versatile table—folding and electrically

operated—can be made to fit the bill whether you're sitting down to morning coffee or a three-course dinner.

There are small but significant changes outside, too. The two-berth crew cabin in the stern is now standard, in place of the small tender garage. The cockpit table can be lowered to seat level to form a large sunpad, and there are now two sets of steps up from the hydraulic aft platform. A new bimini emerges from the superstructure overhang on hinged brackets, and the sliding hardtop sunroof—now hydraulic and silent—features curved and UV-filtered glass panels.

So the Italia can lay claim to quite a long list of changes and improvements, but of course it's not just the boatbuilders who have

been busy in the years since the original 62S was launched. Caterpillar's six-cylinder C18 ACERT is now pleasure-rated at 1,150 horsepower, which means 135 horsepower more per side. Coupled to smaller-diameter, bigger-pitch, five-blade props this increase in power has allowed Azimut to claim an additional three knots of top speed, and while that proved to be slightly optimistic (we got two), it's the way the 62S gets there that really impresses. From a standing start to 20 knots (23 mph) in 11 seconds would be startling enough for a cruising boat of this size, but it's what happens next that really spills the drinks—no sooner has 20 knots gone past on the log than 30 comes up just three seconds later. Maximum speed of 36.2 knots (41.6 mph) is attained in just half a minute.

We were fortunate to have some proper seas in which to road-test this revitalized rocket ship, with swells of up to five feet rolling in towards Savona left over from the previous day's half-gale. This made what would certainly have been a fun sea trial into a positively exhilarating experience, and the Italia's tried-and-tested hull, with its 24-degree midships deadrise and excellent balance, was in its element. We tried but we couldn't trip it up.

Back in port after a rewarding session of high-speed runs, plus a certain amount of irresponsible wave jumping, we were given a demonstration by Azimut's crew of the company's new Visio docking system, developed by the yard in partnership with video-software specialists. It uses three video cameras to provide a real-time picture of the stern, the quay, and both sides of the boat, with graphical overlays to help the helmsman judge the distances. Used in



The Basics

Standard equipment:

Electro-hydraulic steering; ZF electronic engine controls; 88 lb. Delta anchor, 1.7kW windlass w/ 246' 10mm chain; electro-hydraulic gangway and swim platform; 2/Raymarine C90 displays; Raymarine DSM fishfinder, 48-mile radar, ST60 Tridata,

ST6002 autopilot, Ray 240E VHF DSC; 4-burner ceramic cooktop; 60-gallon fridge; microwave oven w/ grill; Kohler 6.5kW genset

Optional power:

none

Optional equipment

on test boat: Easy

Docking joystick engines and thruster control; Visio video mooring system; underwater lights; electric cockpit table; LCD TVs; cockpit barbecue, ice maker and fridge; 2/Raymarine E120 displays

Base price:

\$2,500,000

Above: Much improved ergonomically, the helm station is now cool and businesslike.



conjunction with sensible seamanship—because it's obviously not a safe substitute for the Mark 1 Eyeball—it could nevertheless be a boon for short-handed family crews and solo skippers.

It's not just a cool option but a reminder of the importance of innovation to this shipyard. Never has standing still been a less sensible strategy. If you'd asked me six years ago for my thoughts on improving the 62S I'd have given you a very short list, but Azimut has shown what can be done if you put your mind to it. A series of changes and improvements to the 62S—some drastic and some seemingly trivial—come together to make the Italia a fundamentally different boat from her predecessor. Personally, I miss that lower saloon, but in these straitened times it was probably felt to be an extravagance. In doing away with it Azimut has effectively turned a two-cabin sports weekender into a much more versatile three-cabin, three-head family cruising machine—and one with some serious sporting credentials. Mid-life update? Upgrade, more like it—from business to first. PMY

■ AZIMUT

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Top: The new-look cockpit now has more versatile seating and access to both sides. **Above:** The hydraulic platform is standard.



PMY's Numbers | Azimut 62S Italia

rpm	mph	knots	gph	mpg	nmpg	range	nm range	db	angle
1000	12.8	11.1	13.2	0.97	0.84	623	539	72	1.0
1250	16.6	14.4	28.0	0.59	0.51	379	327	75	2.5
1500	22.3	19.4	42.3	0.53	0.46	340	295	80	3.5
1750	29.3	25.5	68.7	0.43	0.37	276	237	76	3.0
2000	34.8	30.3	92.5	0.38	0.33	244	212	80	3.0
2250	39.9	34.7	100.4	0.40	0.35	257	225	83	4.0
2350	41.6	36.2	118.9	0.35	0.30	225	193	84	4.0

vitals

Propulsion:

2/1,150-hp
Caterpillar C18;
ZF 500 AV gears
w/ 1.964:1 reduc-
tion; 30.7x45.3
5-blade Nibral
props

LOA x Beam:

62'6"x16'4"

Draft:

5'0"

Weight (dry):

55,150 lbs.

Fuel:

713 gal.

Water:

238 gal.

Std. power:

2/1,150-hp

Caterpillar C18

ACERTs

Cabins:

1 master,

1 VIP, 1 guest,

1 crew

Price as tested:

\$2,540,000

Conditions:

air temperature:

50°F; humidity:

55%; seas: 3'-5";

load: 185 gal.

fuel, no water, 5

persons, 100 lbs.

gear. **Speeds** are

two-way averages

measured w/

GPS. **GPH** taken

via CAT display.

Range is 90%

of advertised fuel

capacity. Decibels

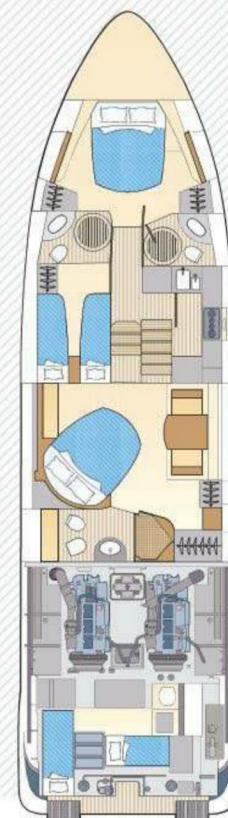
measured at

helm on A scale.

65 dB-A is the

level of normal

conversation.



Above: A pair of 1,150-hp CAT diesels are the only option in a tidy and well-organized engine room.



Dynamic Do-Over

TEXT BY CAPT. BILL PIKE

WE TEST TWO
RADICALLY
ROOMY, POD-
EQUIPPED
CARVER CRUIS-
ERS, ONE WITH
GAS POWER
AND THE OTHER
WITH DIESEL.



The Sojourn's topside layout is fun and multifaceted with comfy, capacious sunpads on either end and a helm with a neighboring



Photo courtesy of Carver Yachts

seating area, as well as a wet bar with convenient ice maker and barbecue grill in between.

Coming up with this test report on Carver Yachts' 44 Sojourn required two separate wringouts. I did the first on Georgia's Lake Lanier last year, using a model fielded by Carver dealer Singleton Marine Group and outfitted with twin 400-hp Volvo Penta IPS550Gs, the only gasoline-powered pod propulsion package Volvo was selling at the time. The 33.7-mph top hop I recorded was sporty, and sound levels at the helm were serene (80 dB-A at full throttle), but largely due to the boat's gasoline engines, dockside handling with the joystick was a tad less satisfying than I'd counted on. "She's fine," I told Singleton's Darren Mathews as I backed into a slip at day's end. "But diesels would pack more maneuvering wallop, I'd say. Guess it's as tough pulling low-end torque out of gas-powered pods as it is out of conventional gas-powered inboards."

My second wringout took place more recently, not long after I'd heard Carver was no longer selling the 44 with either gasoline-powered pods or gasoline-powered inboards (see "Bye-Bye Big Block," on page 60), a development that knocked the starch out of the data I'd collected on Lake Lanier. Luckily, Legendary Marine, a Carver dealer in Destin, Florida, was able to provide a 44 for a do-over on short notice, complete with a set of diesel powerplants: 370-hp Volvo Penta IPS500s.

Of course, Legendary's boat was virtually identical to her gasoline-powered sistership in terms of layout and looks. And when I lifted the engine-room hatch—a heavy, actuator-assisted affair that doubles as the cockpit sole—I noted similarities in the engine room as well. For starters, the basic layout was reassuringly simple—IPS technol-



Top: The saloon sports Zatarra oak cabinetry with contemporary oak trim. **Above:** The master berth's got a giant innerspring mattress.

ogy, after all, incorporates a host of complexities (steering gear, raw-water intake, exhaust components, etc.) into a single, unified, easy-to-deal-with whole. And then there was the roominess of the place—it made accessing filters, drive fills, and other maintenance points look easy. Only one problem presented itself: no protective, convenience-enhancing central walkway over the Deka marine batteries in the bilges between the inboard engine bearers.

When Legendary's Jeremy Holcomb and I actually headed for the briny, the surface of Choctawhatchee Bay was darn near flat, a sea state that mirrored the one I'd experienced in Georgia. Although our top speed of 27.3 mph was about 6 mph off the gasoline version's, a difference due primarily to a deficit of some 60 horsepower, speeds in the cruising range were way more fuel-efficient. Consider, for instance, the data points for the long-legged lope of 23 mph. At that velocity the

44's diesels were burning 31 gph at 3000 rpm while the gasoline version had consumed about 38 gph at 3500 rpm, almost 20 percent more. Indeed, when I stopped to compare notes on the two vessels for a moment, I could find only two data sets where the diesel version lagged. One was running attitude, which tended to be higher by approximately one degree over all, presumably due to more machinery weight aft, and the other was sound levels at the helm, which were higher by a couple of decibels toward the top end of the rpm register.

The driving experiences seemed equal. Visibility from the diesel 44's immense, hardtop-equipped flying bridge was superb all the way around and her tactical diameter in hardover turns was two boat lengths, if that. Trim tabs were seriously helpful: With them fully deployed, we enjoyed a super-smooth 18-mph ride while burning just 23 gph at 2640 rpm, a setup that cut fuel consumption by roughly two gph when compared to a tabs-up, same-speed scenario), and full-chat handling felt as lithe as a sportboat's.

But here's the kicker. The low-end torque I'd missed while docking the 44 during the first wringout announced itself with authority during the second. In fact, in league with a trusty IPS joystick, it transformed our diesel-powered test boat into a veritable ballet dancer, capable of walking sideways with gusto, spinning rapidly in place, and pulling alongside Legendary's fuel dock with consummate ease.

Both boats, as noted earlier, had virtually the same two-stateroom-two-head interior, with a layout that does justice to Carver's avowed forte for maximizing space onboard. The staterooms constitute a perfect example. Not only was the forward master capacious, with a large six-foot-by-seven-foot inner-spring-



The Basics



Standard equipment:

Volvo Penta electronic steering, engine controls, and joystick; Quick Aster 1000 windlass; welded-aluminum radar arch; Dometic microwave oven; Euro Kera Princess two-burner electric cooktop; Nova-Kool refrigerator; 2/VacuFlush MSDs; Sole TV; 5/Deka Schedule 31 batteries (2 start, 2 house, 1 genset);

2/Racor fuel-water separators; 60-amp and 10-amp Charles Industries battery chargers; 11-gal. Seaward water heater; Tides Marine Sure Seal dripless shaft seals; Fireboy Xintex FE241 automatic fire-extinguishing system

Optional power: Volvo Penta 435-hp IPS600s

Optional equipment

on test boat:

Volvo Penta SeaKey system; Raymarine electronics package; second IPS joystick; 10kW Kohler genset; 28,000-Btu Marine Air A/C system; wet bar on flying bridge w/ U-Line ice maker, Nova Kool refrigerator, and grill; Glendinning CableMaster; Bennett hydraulic trim tabs

Base price: \$621,445

Above: The conviviality connection between the galley and the saloon is obvious.



Bye-Bye Big Block

Just a few years ago the General Motors plant in Tonawanda, New York, polished off its last big-block V8, a fabled monster from the muscle-car era that gained prominence in the marine marketplace during the '80s and '90s. Today, buying a new boat with big-block power is a comparatively rarefied experience, unless, of course, a customer's into a set of torque-laden, black-iron 8.1L behemoths from MerCruiser, the only mainstream manufacturer still offering big, off-the-shelf V8



engine packages. Lack of availability's not the only reason boatbuilders like Carver Yachts, as well as engine manufacturers like Volvo Penta, are letting the big block (and big-block-energized pod propulsion) fade, however. Newer, lighter,

cleaner, and more fuel-efficient gasoline engines are already on the scene. And others, with sophisticated technologies that reportedly come close to producing the torque and acceleration of yesterday's big iron, are on the way.

equipped island berth and en suite head with shower stall, it gave off a comfortably residential vibe as well. And in the similarly roomy VIP, I measured the foyer's headroom at a lofty seven feet, the length of the twin berths there at six feet plus, and the width of the berths at slightly over two feet, with plenty of headroom above.

The saloon/dinette/galley area was equally pleasing. Natural light poured in through two sealed side windows, port and starboard, as well as through the aluminium-frame glass slider at the entrance aft. Headroom was approximately 6'5" and, happily enough, the sole shared a seamless, single-level floorplan with the rest of the interior. Hatches in the sole (which were tough to pry up, unfortunately) revealed stowage spaces, crisply labeled electrics, and occasional white-gelcoated swathes of hull, a laminate made of Knytex substrates with a vinyl ester barrier coat.

Test day ended in Destin with a tour of topside arrangements. As an average-size guy standing 5'11" and weighing 170 pounds, I found I could walk normally and safely forward via the wide side decks, with lofty rails (28 inches high at the rear and 32 inches high at the bow) flanking the whole journey. And I discovered the anchor- and line-handling area forward was virtually flat, another safety feature. And finally, I noted the easygoing nature of the two broad stairways to the bridge, each rising gently upward, one to port, the other to starboard.

My conclusion? The 44 Sojourn is a comfortable, spacious cruiser with a midrange LOA, economical cruise capabilities, and superior joystick maneuverability. Pod propulsion gets credit for the latter two virtues, of course. But then, so does ol' Rudolph Diesel. PMY

■ CARVER YACHTS

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WWW.PMYMAG.COM/CARVER.

Top: The helm of the 44 has an automotive look. **Above:** A General Motors employee signs the last big block to roll off the line.



PMY's Numbers | Carver 44 Sojourn Diesel

rpm	mph	knots	gph	mpg	nmpg	range	nm range	db	angle
1000	8.2	7.1	2.1	3.90	3.40	1448	1259	63	0.0
1250	9.0	7.8	3.7	2.43	2.12	902	784	64	0.5
1500	10.0	8.7	5.0	2.00	1.74	742	645	69	1.0
1750	11.1	9.7	8.8	1.26	1.10	468	407	71	2.0
2000	11.9	10.3	12.0	0.99	0.86	366	318	73	3.0
2250	13.1	11.3	16.0	0.82	0.71	302	263	76	4.5
2500	16.5	14.3	21.0	0.79	0.68	291	253	79	4.5
2750	19.8	17.2	25.0	0.79	0.69	294	255	80	6.0
3000	23.4	20.3	31.0	0.75	0.66	280	243	82	6.0
3200	27.3	23.7	37.0	0.74	0.64	274	238	83	5.5

vitals

Propulsion:

2/370-hp Volvo Penta IPS500s; Volvo IPS500 w/ 1.94:1 ratio; Volvo Penta T3 propsets

LOA x Beam:

44'4"x13'11"

Weight (full fuel and water):

30,800 lbs.

Draft: 3'10"

Fuel: 412 gal.

Water: 100 gal.

Std. power:

2/370-hp Volvo Penta IPS500s
Cabins: 1 master, 1 guest

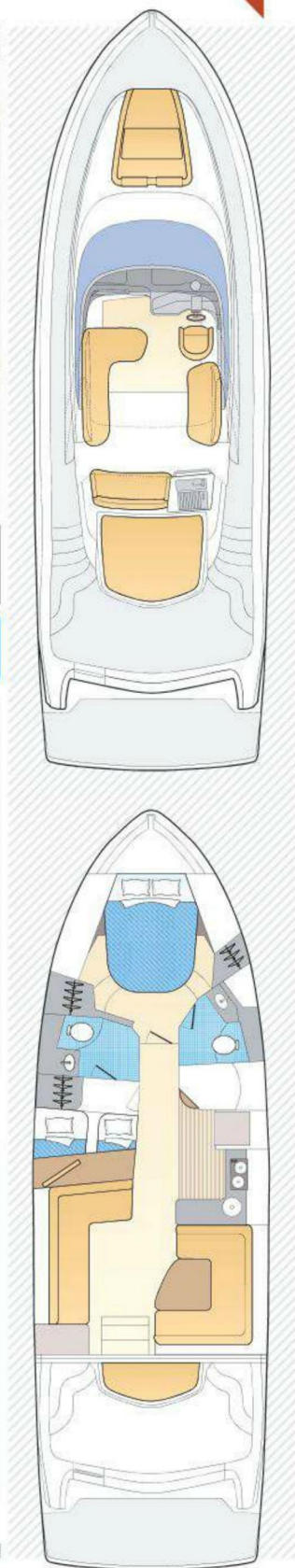
Price as tested:

\$646,064

Conditions:

air temp.: 68°F; **humidity:** 82%; **wind:** variable to light; **seas:** less than 1'; **load:** 200 gal. fuel, no water, 2 persons, 50 lbs. gear. **Speeds** are two-way averages measured w/ a Stalker radar

gun. GPH taken via Volvo Penta electronic display. **Range** is 90% of advertised fuel capacity. Decibels measured at helm on A scale. 65 dB-A is the level of normal conversation.



Above: There's plenty of access to filters, dipsticks, and other criticals in the Carver 44's ER.

Wireless Crew Communication

- * HANDS FREE
- * SIMULTANEOUS TALK
- * NO DELAY



EARTEC

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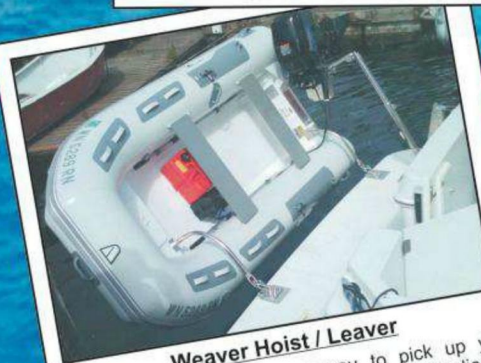


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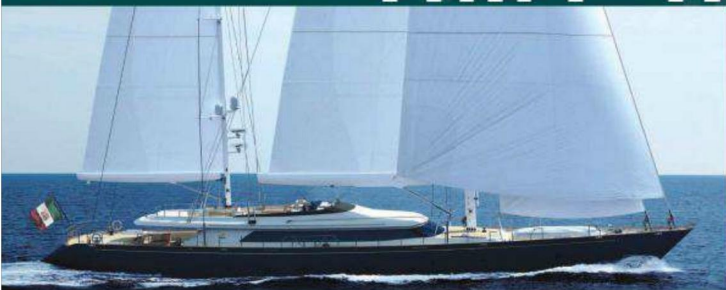
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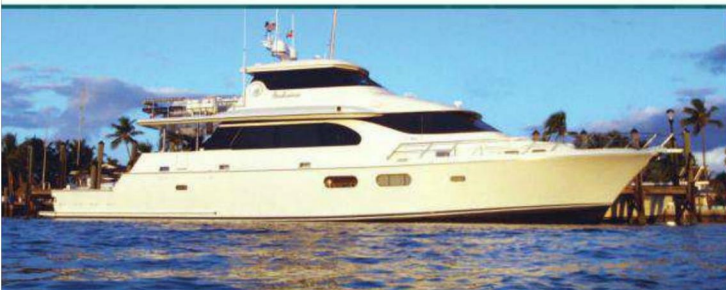
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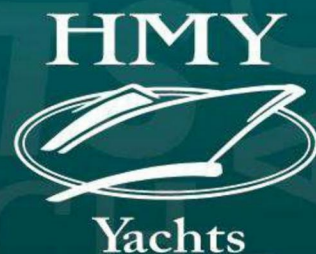


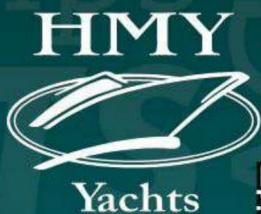
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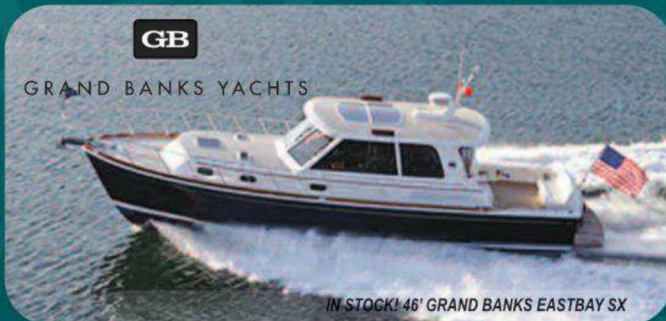
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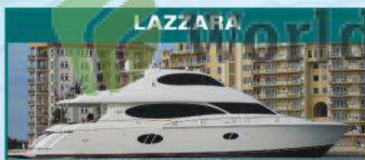
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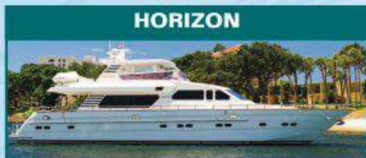
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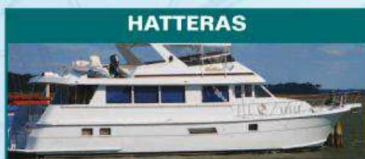
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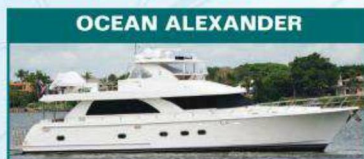
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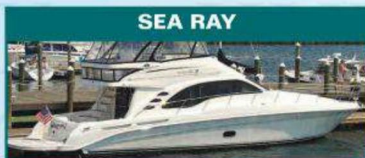
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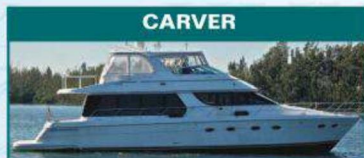
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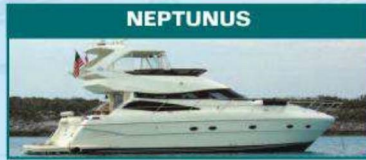
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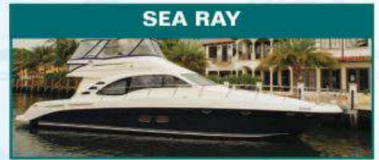
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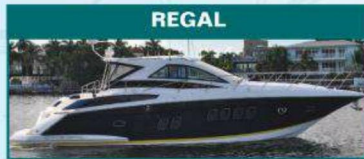
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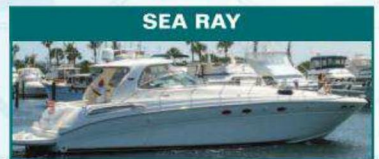
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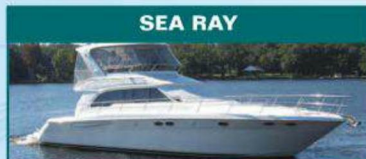
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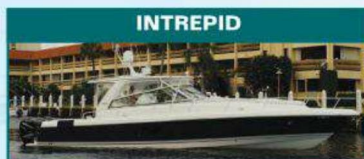
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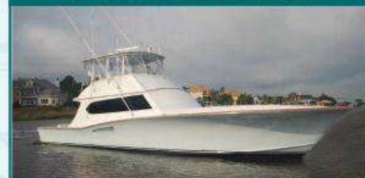
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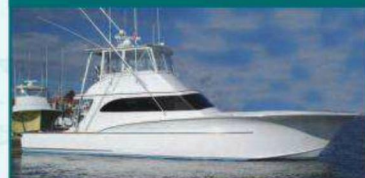
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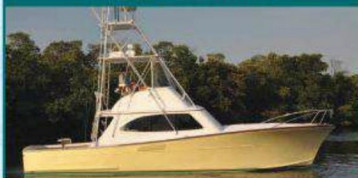
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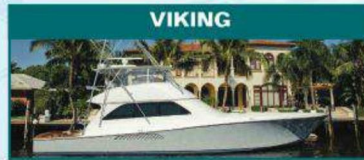
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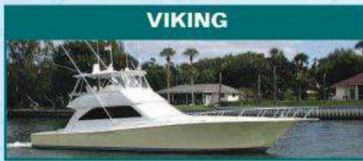
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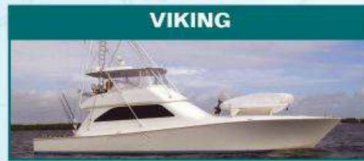
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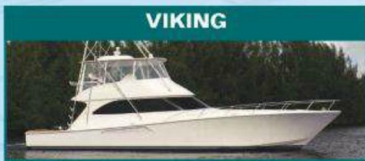
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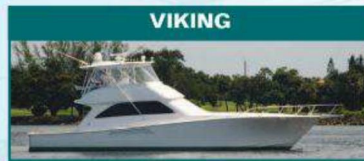
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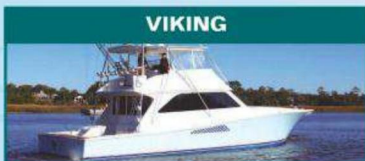
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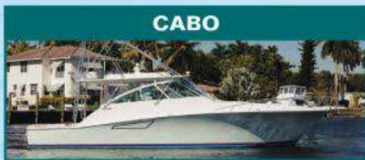
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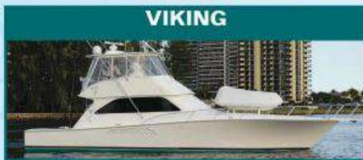
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"DRIVING FORCE" 54' 1996 CONV.
CALL ROGER HANSEN: 904-631-5377



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NEW 54' VIKING! IN STOCK!
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CABO
"CHASSEUR" 52' 2008 EXP.
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"HIGH TIME" 52' 2006 CONV.
CALL STEVE MOYNIHAN: 561-722-9629



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"FISH 'N' FOOL" 52' 2002 CONV.
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BERTRAM

51' 2001 SF
CALL JEFF CREARY: 305-394-3429



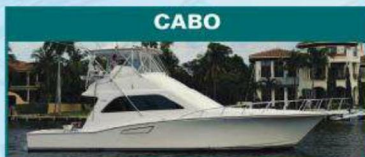
VIKING

"INNOVATOR" 50' 2003 EXP.
CALL DAVE MEYER: 561-722-1047



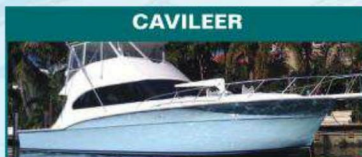
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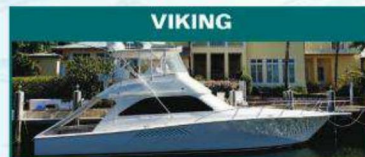
CABO

"BLUE TEE" 48' 2007 CONV.
CALL JIM KELLY: 954-675-4435



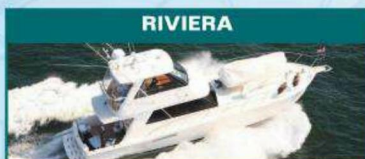
CAVILEER

48' 2005 SF
CALL MARK PARKER: 561-371-2615



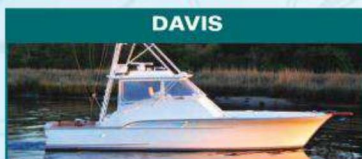
VIKING

"SEA WOLFF" 48' 2005 CONV.
CALL DOUG DONOHUE: 954-914-4303



RIVIERA

"KNOT TIDE" 48' 2003 ENCL. BRIDGE
CALL TONY MAGGIO: 561-818-1442



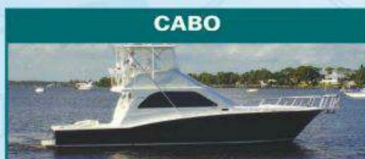
DAVIS

"TAILWACKER II" 47' 2002 EXP.
CALL TIM GREDICK: 843-607-7256



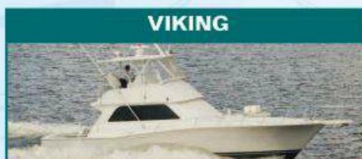
RIVIERA

"K-GIRL" 47' 2007 CONV.
CALL PETER MARKATOS: 954-829-3906



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"MATCHPOINT" 47' 2001 CONV.
CALL JACK ROBERTSON: 772-260-1364



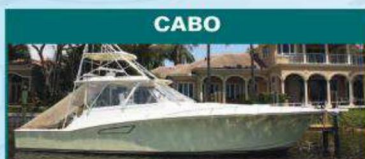
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47' 1998 CONV.
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VIKING

"GOLO" 45' 2003 EXP.
CALL MIKE BROWN: 561-722-2298



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"PASSION" 45' 2008 EXP.
CALL CHRIS GALLAGHER: 561-722-3178



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"JUDITH LOUISE V" 43' 2006 CONV.
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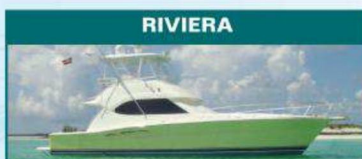
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"SLEEK O" 43' 2001 CONV.
CALL JIM BARBONI: 561-252-5220



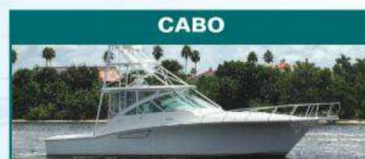
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NEW 43' OPEN IN STOCK!
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"TROPIC LADY III" 42' 2006 CONV.
CALL PAUL FLANNERY: 904-607-0099



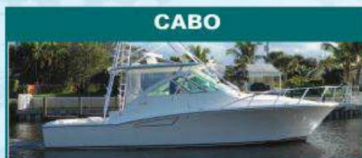
CABO

"FIRST LIGHT" 40' 2004 EXP.
CALL MIKE SIMKO: 561-718-2328



TIARA

"ROB THE CRADLE" 39' 2009 OPEN
CALL SEAN O'HERON: 772-919-2227



CABO

"REELAXIN" 36' 2011 EXP.
CALL SEAN O'HERON: 772-919-2227



CABO

"REBEL YELL" 35' 2005 CONV.
CALL TIM GREDICK: 843-607-7256



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46' GRAND BANKS EASTBAY SX 2011 #40
2 staterooms/2 heads, galley-up OR down configuration.
Zeus Pod Drive with cruising speeds up to 27 knots.



54' GRAND BANKS EUROPA 2013 #4 - JUST INTRODUCED!
One level design. Large galley, 3 staterooms/2 heads, large covered aft deck. Speeds from 8 to 18 knots. Available Fall 2012 Delivery.



53' GRAND BANKS ALEUTIAN RP 2011 #14
Spacious 3 stateroom/2 head layout. Her 17'8" beam makes her feel like a much larger yacht. Huge flybridge, covered aft deck. Speeds 8 to 18 knots.

Steve just returned from the Grand Banks factory and has all the details on these models and much more.

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SELECT BROKERAGE



"DAWN TO DUSK" 72' GRAND BANKS ALEUTIAN RP 2005
Luxurious three stateroom/three head layout plus crew quarters (or 4th stateroom) CAT C-30s with extended warranty. Naiad stabilizers, thruster, continuously updated. Asking \$2,495,000.



"PASSAT IV" 65' GRAND BANKS ALEUTIAN RP 2009
"As new" condition. Three stateroom, three head layout with separate crew quarters. C-18 CATs, stabilized, extensively outfitted with all the finest equipment. Asking \$2,495,000.



"IMAGINATION" 64' QUEENSHIP PILOTHOUSE M/Y 2001
Three outstanding staterooms, two heads plus crew quarters. Large covered aft deck, custom hardtop, bow thruster, CAT 800s and more! Captain maintained with open checkbook. Asking \$995,000.

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"JACQUELINA" 64' GRAND BANKS ALEUTIAN RP 2003
Extensively equipped and ready to cruise anywhere. Three stateroom, three head layout. CAT 800s. Many upgrades including Naiad stabilizers, hydraulic thruster, twin 20kw Westerbeke gens. Asking \$1,695,000.



"WAKE UP CALL" 61' VIKING CONVERTIBLE 2003
Immaculate! 3 stateroom/3 head layout. 1470hp MTUs, watermaker, 2 gens., many custom features including PipeWelders tuna twr., new davit, new tender & much more. Continually updated & captain maintained. Asking \$895,000.



"PIRATE'S PLEASURE" 54' OFFSHORE PILOTHOUSE M/Y 2001
One owner - in mint condition. CAT 3196s, extensively outfitted and upgraded in every way including: stabilizer, bow thruster, 800GPD watermaker, new interior decor and much more. Asking \$769,000

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"ICEBREAKER III" 50' VIKING SPORT CRUISER 1998
2 stateroom/ 2 head layout. Low hours on CAT 3208s, bow thruster, cablemaster, new teak decking and more! Asking \$295,000.



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2 stateroom/2 head layout, custom helm deck enclosure, washer/dryer, bow thruster & much more! Low hour CATs. Priced to sell now! \$385,000.



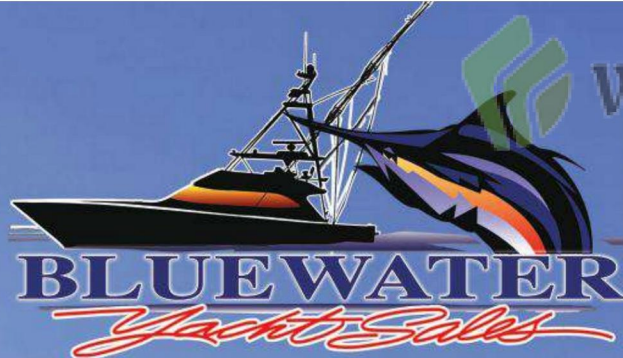
"LUCKY STAR II" 47' GRAND BANKS EUROPA 2009
All those special little options like the desirable extended cockpit. Low hrs on 550hp Cummins. Maintained to the highest standards. One owner. \$895,000

Steve Fithian - Central Agent for these pre-owned Yachts (954) 383-1999 • sfithian@hmy.com

Steve Fithian is the Grand Banks specialist here at HMY. He has been involved in the building and purchase of 59 new Grand Banks over the last 17 years and been involved in the sale of several hundred pre-owned Grand Banks. He just sold 18 pre-owned Grand Banks in 2011 alone! Steve has sold many other fine yachts including Offshore, Sabre, Viking, Tiara, Hinckley and more. Whether buying or selling, Steve is the one to call. Steve's vast experience and knowledge can guide you through the process of building, buying or selling a yacht. He has visited the Grand Banks factory 16 times as well as other builders worldwide and can offer invaluable guidance in building a new Grand Banks or yacht of your choice. Steve has been the Grand Banks Top Worldwide Salesman three times and has received additional awards from several other manufacturers. Total customer satisfaction is one of the keys to Steve's continued success. If you want to sell your yacht, Steve will put your yacht "in the market" not just "on the market".



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2008 VIKING 68 SKYBRIDGE
NEW 2012 CAT C-32Acerts with
ESP warranties & only 450 hrs.



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2004 VIKING SPORT CRUISER 61 FBM
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2008 Viking 64 Convertible EB



REDUCED

2008 Viking 64 Convertible



MEZZANINE

2001 Viking 61 Convertible



2008 Viking 60 Convertible



IN STOCK!

2012 Viking 60 Convertible



1997 Viking 58 Convertible



Also 2005

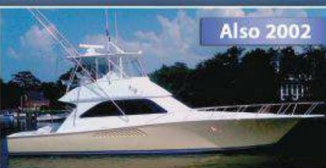
2006 Viking 56 Convertible



2006 Viking 56 Convertible



2001 Viking 50 Convertible



Also 2002

2003 Viking 48 Convertible

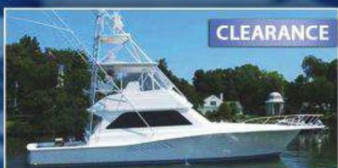


1988 Viking 48 Convertible



OUR TRADE

2007 Viking 47 Convertible



CLEARANCE

2000 Viking 47 Convertible



2010 Viking 46 Convertible



2007 Viking 45 Convertible



SOLD

Another
On Order!

2012 Viking 42 Open-Pod Drives!

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- 70' Viking Sport Cruiser - One owner - 2005
- 68' Viking EB Skybridge - 2012 CATs - 2008
- 65' Viking Sport Cruiser V65-2006 & 2000 (2)
- 65' Romsdal Trawler-reduced \$100K! 1962
- 64' Viking Convertible-Never fished 2008
- 64' Viking Enclosed Bridge-Warranties 2008
- 62' Buddy Davis Sportfish-Spacious! 1977
- 61' Viking Sport Cruiser MY- 2004 & 2005
- 61' Viking Convertible - Mezzanine! 2001
- 60' Viking Convertible - **NEW 2012 In Stock!**
- 60' Viking Convertible - **LOADED!** 2008
- 60' Jefferson Marquessa MY - Freshwater 1987
- 58' Custom Carolina Taylor Made 2000
- 58' Viking Convertible - Fresh paint 1997
- 57' Custom Carolina - Great Charter! 2001

- 57' B&B Custom Carolina Sportfish 2004
- 56' Alden Downeast Flybridge 1996
- 56' Alaskan Raised Pilothouse 2006
- 56' Viking Convertible - 2-2006; 2005 (3)
- 55' Sea Ray Sedan Bridge 550 - 1993
- 55' Ocean Convertible-Reduced! 1990
- 55' Californian 55 CP Motor Yacht 1990
- 54' Sea Ray 540 Sundancer-2000
- 54' Viking Convertible Just Listed 2008
- 53' Elco Commuter-Restored! 1937
- 53' Jarrett Bay Custom-New paint 1993
- 53' Cavaleer Convertible-only 145hrs-'05
- 53' Ricky Scarborough - Updates! 1991
- 52' Buddy Davis Convertibles-1995 & 1992
- 50' Cruisers 5000 Sedan - CAT power 2001
- New Regulators 23' - 34' Clearance!**

- 50' Hatteras Convertible - Pro kept - 1999
- 50' Fairline Phantom-low hours 2002
- 50' Ricky Scarborough Custom 1982 & 2008
- 50' Viking Sport Cruiser FBM- 2004
- 50' Viking Convertible - Low hours 2001
- 49' Custom Carolina Caison - 2010
- 49' Cruisers 490 Sedan-Loaded! 2006
- 48' Viking Convertible-'03, '02 & (2) 1988!
- 48' Ocean Super Sport - New Listing 2002
- 48' Sabre 48 Salon Express **NEW** 2012
- 48' Sea Ray Motoryacht-3strms! 2004
- 48' Chris Craft 480 Catalina MY 1988
- 48' Meridian 459 Cockpit MY 2004
- 42' Viking Open - **NEW** 2012 On order, IPS!
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2012 Duffy 22 Cuddy Cabin



2012 Back Cove 30



2012 Back Cove 37



2012 Sabre 48 Salon Express



2005 Viking Sport Cruiser 70 FBMY



2006 Viking Sport Cruiser V65



2005 Viking Sport Cruiser 61 FBMY



New Regulators from 23' to 34'
All models in stock & on SALE!



1987 Jefferson 60 Marquessa MY



2006 Alaskan 56 Raised Pilothouse



1996 Alden 56 Downeast FBMY



2000 Sea Ray 540 Sundancer



2004 Viking Sport Cruiser 50 FBMY



2001 Cruisers 5000 Sedan



2002 Fairline 50 Phantom



2005 Sabre 42 Hard Top Express



1977 Buddy Davis 62 Sportfish



2000 Custom Carolina Taylor Made 58



1991 Ricky Scarborough 53



1993 Jarrett Bay 53 Convertible



1995 Buddy Davis 52 Conv.



2008 Ricky Scarborough 50



2010 Custom Carolina Caison 49



2002 Ocean Super Sport 48

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1985 151' Bannenberg Designed Feadship
Five SR's | Original Owner
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2011 125' Northcoast Motor Yacht
Sleeps 10 in 5SR's + Crew | CAT's
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1996 115' Greenbay Marine
4 Guest SR's | ABS Certified
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Not for Sale To US Residents While In US Waters

1971 115' Breaux Baycraft
Caterpillar D346's | 4 SR's + Crew
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1993 105' Broward Raised Pilothouse
MTU 2000's | Recent Paint Job
CA Douglas Smith - (954) 478-7403



Not for Sale To US Residents While In US Waters

2006 105' Leopard
6000 HP MTU's | 4 SR's + Crew
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Not for Sale To US Residents While In US Waters

2000 100' Azimut
New to Market | Call for Details
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1995 100' Mangusta
Asking \$1,395,000 | Trades Considered!
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Bring Offers

NEW LISTING



1987 97' Guy Couch
5 SR's + Crew | Recent Refit
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1991 97' Maiora
\$175,000 PRICE REDUCTION
Major Refit Fall 2009
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1988 95' Broward Motor Yacht
Motivated Seller | Long Range Cruiser
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NEW LISTING



1987 94' Broward
Bimini Top | Fly Bridge | 3 SR's + Crew
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Not for Sale To US Residents While In US Waters

1984 90' Broward
Captain Maintained | 3 SR's
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NEW LISTING

Not for Sale To US Residents While In US Waters

2001 87' Queenship Convertible
4 SR's + Crew | MTU 16v2000's
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1997 84' Hatteras Elite Series
Recent Paint and Upgrades | Wide Body
CA Douglas Smith - (954) 478-7403



1998 84' Monte Fino
2700 HP CAT's | 3 SR's + Crew
CA Whit Kirtland - (305) 793-5886



1963 83' Trumpy CPMY
New Bradford Marine Paint Job
CA Shaun Mehaffey - (954) 658-2626



80' Christensen/Westport
Trans-Atlantic Veteran
CA Tucker Fallon - (954) 801-3645



2005/2006 80' Cheoy Lee
Custom Built | 4 SR's + Crew | Walkaround
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1974/1996 80' Burger
Captain Maintained | Ready to Cruise
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1997 77' Tarrab | 680 Hours Only
Owner Financing Available 4.9%
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CAT 3412's | Mint Condition
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2010 74' Sunseeker Predator
Loaded Every Option | \$3,765,000
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1999 74' Hatteras Sport Deck
New Paint | Custom Layout
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2009 72' Vicem
3 SR's + Crew | Mahogany Interior
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2005 72' Offshore CPMY
Midship Master | Galley Open to Salon
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1991 72' Viking Motor Yacht
1080HP Detroit's | Full Beam Flybridge
CA Carlos Navarro - (954) 465-4501



2008 72' Hatteras Motor Yacht
4 SR's + Crew | Full Hard Top
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1996 70' Hatteras
One Owner | Low Engine Hours
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2000 70' Hatteras Convertible
3412 CAT's | 4 SR's
CA Whit Kirtland - (305) 793-5886



2009 66' Grand Harbour
Four Stateroom | International Electric
CA Tucker Fallon - (954) 801-3645



1992 65' Hatteras M/Y
12V71's | Galley Up | Mint Condition
2 Boat Owner | Make Offer
CA Steve Fill - (954) 815-8320



2003 65' Ocean Odysey
Custom Interior & Open Galley
CA Tucker Fallon - (954) 801-3645



2005 65' Carver Marquis
MTU 12V 2000's 564 Hrs | 3SR's + Crew
Galley Up | Bow & Stern Thrusters
CA Steve Fill - (954) 815-8320



2009 62' Sunseeker Predator
Loaded w/Every Option | \$1,595,000
CA Chis Saumsiegle - (954) 270-5617



1999 61' Queenship
Clean | CAT's | Cruise Ready
CA Parker Bogue - (305) 793-3612



1998 60' Offshore PHMY
3 SR's | Galley Up | \$699,000
CA Steve Fill - (954) 815-8320



2000 58' Viking Enclosed Bridge
3 SR's | Captain Maintained
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2007 58' Sea Ray Sedan Bridge
1800HP MAN's | 3 SR's
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2003 57' Bertram 570
Huge Cockpit | Low Hours | Spacious
CA Chis Saumsiegle - (954) 270-5617



2006 55' Neptunus Cabrio Express
Runs at 28 Knots | Tops at 37 knots
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2001 55' Viking Sportfish
Impeccably Maintained | 3 SR's
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2003 57' Grand Harbour
Twin CAT 3406 | International Power
CA Tucker Fallon - (954) 801-3645



2002 55' Azimut Flybridge
660HP CAT's | 3 SR's
CA Chis Saumsiegle - (954) 270-5617



2006 55' Atlantis Express Cruiser
Large Glass Hardtop | Electric Garage Lift
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2004 54 Neptunus Express
New Imron Paint Job (2011)
One Owner Boat
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1999 54' Neptunus
Excellent Condition | Low Hours
CA Douglas Smith - (954) 478-7403



2001 50' Sunseeker
Asking \$299,000 | Motivated Seller
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2009 47' Sea Ray Sundancer
Extended Warranty | Motivated Seller
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2005 42' Legacy
Cummins 660HP | Full Electronics
Very Clean | \$339K Bring Offers
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NEW ARRIVAL IN MAY 2012 - AVAILABLE

ALPHA 76 EXPRESS CHEOY LEE - New exciting Michael Peters design for 2012 featuring dramatic atrium. Interior styled by Luiz de Basto. Spectacular performance as well as state-of-the-art features. Contact Cheoy Lee Shipyards for information.



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NEW MODEL FOR 2012
SEPTEMBER ARRIVAL

ALPHA 76 FLYBRIDGE CHEOY LEE - Exciting styling and performance all new Flybridge model for 2012. Featuring lower station and galley up layout. Contact Cheoy Lee Shipyards for information.



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AVAILABLE, ARRIVAL SUMMER 2012

BRAVO 88' CHEOY LEE 2012 - Beautiful new model for 2012, Michael Burvenich Design with Sylvia Bolten interior. 4 in owners 2 in crew, C-32 1900 HP ACERTS. Contact Cheoy Lee Shipyards for information.

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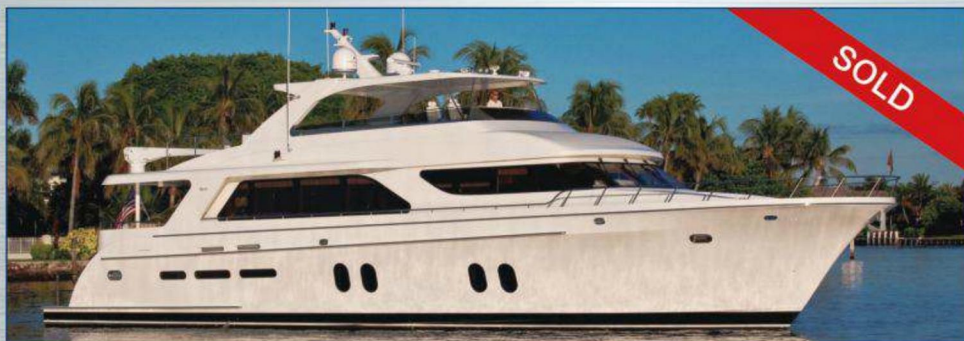
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BRAVO 95 ENCLOSED PILOTHOUSE 2006 - On deck master plus 3 guest cabins, 2 in crew with lounge, C-32 1652 HP CAT's, twin 40 kW gen sets, original owner. En-route to Florida. \$4,395,000. Contact Marty Isenberg 954-448-0561.



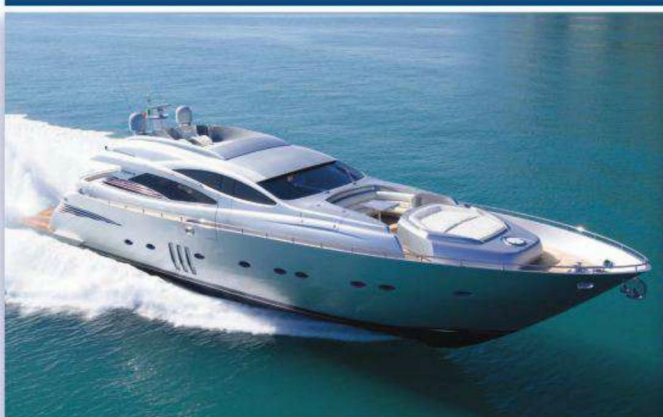
BRAVO 78' CHEOY LEE 2008 - Spacious Sylvia Bolton interior w/rich Sappelle wood. 3 SRs, crew aft/roomy lounge. CAT 3412's 1,400 HP each, 2x 30kW Northern Lights gens. Captain maintained. Extended warranty. Make offer!! Contact Marty Isenberg 954-448-0561.



CHEOY LEE 72' COCKPIT MY 2006 - Spacious, 3 SRs + crew. Country galley, 2 helms. Low hours C-18 CATs 1000 HP. Well equipped. Custom fold down arch, air draft 18'6". Impeccable!! Now located at our office. Contact Marty Isenberg 954-448-0561.



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\$6,295,000 | Eric Frank, 954.600.0369
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Inspiration | 2010 88' Ferretti
\$6,150,000 | Eric Frank, 954.600.0369



Incognito | 2002 88' Pershing
\$2,150,000 | Bill Shewbridge, 954.303.4033
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Unforgettable | 2006 83' Ferretti
\$3,600,000 | Eric Frank, 954.600.0369



Pastabilities | 2004 82' Sunseeker
\$2,790,000 | Loran Stavrou, 954.701.1282



Silver Lining | 1972 81' Burger
\$649,000 | Tom Jenkins, 772.201.1800



Lollipop | 2002 80' Azimut
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My Sharon | 2007 79' Ferretti
\$2,500,000 | Justin Sullivan, 954.931.2230



Overlook II | 2003 76' Ferretti
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Andiamo | 2002 76' Lazzara
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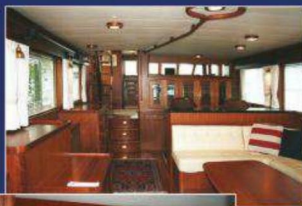
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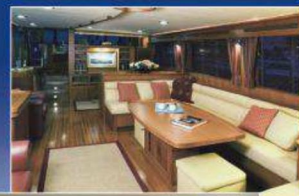
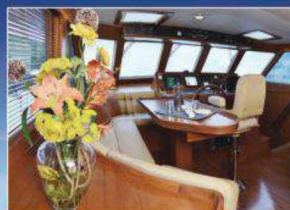


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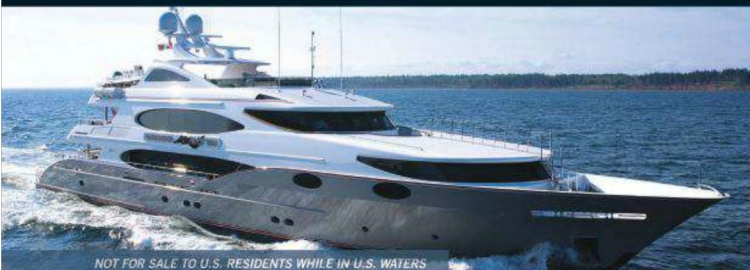
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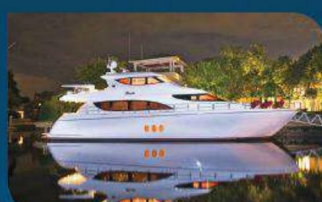
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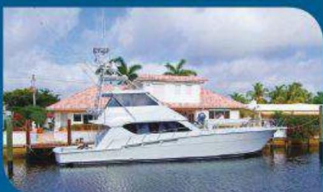
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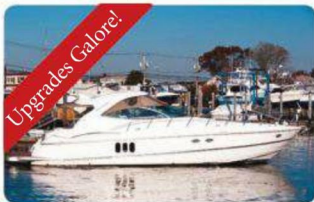
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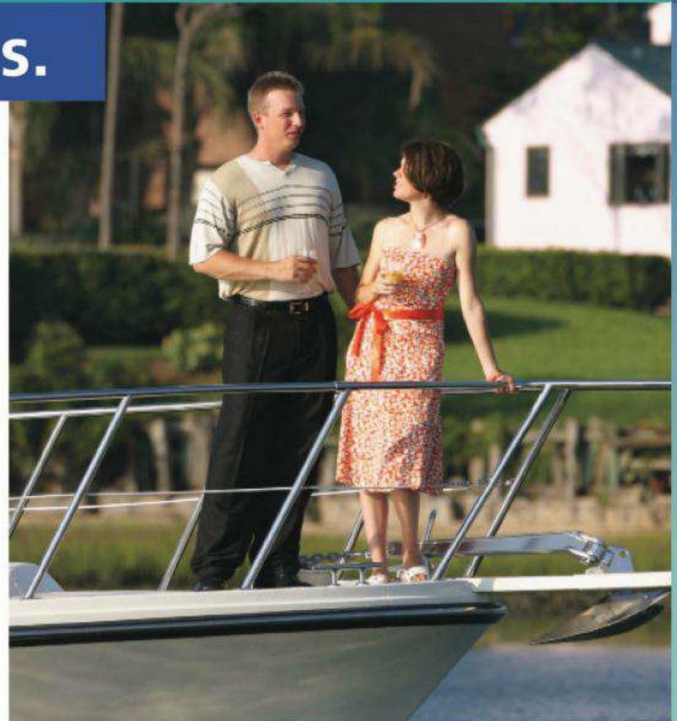
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56' - 54' Ocean



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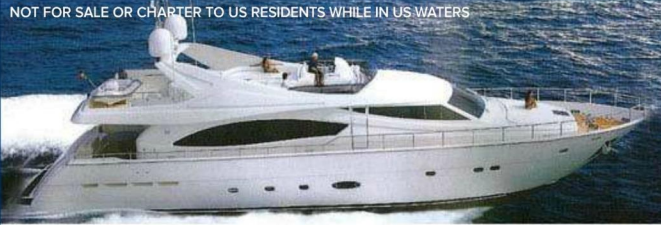
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82' HORIZON SKYLounge MOTORYACHT 2005

Highly customized yacht with cherrywood & maple burl interior, unique open salon layout fitted with fine fabrics & granite. 3 ensuite staterooms + 2 separate crew cabins aft. Extensive electronics, A/V, Satellite & camera systems. The space and equipment list of most 100' boats! Call Joe Majcherek, Central Agent.



80' CUSTOM CHEOY LEE COCKPIT ENCLOSED BRIDGE 2006

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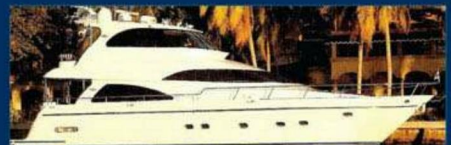
78' HARGRAVE SKYLounge MOTORYACHT 2003

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68' REAL SHIPS EXPEDITION LRC 2004

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66' NEPTUNUS SKYLounge MOTORYACHT 2005

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60' VIKING SPORTFISH 2009

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58' SEA RAY SEDAN 2006

Clean, well equipped and the best priced 58' on the market. Common-rail 900hp MAN diesels allow 30-knot cruising. AC flybridge, beautiful interior décor with cherry wood finish, captain maintained. Asking \$619,000. Contact central agent, Joe Majcherek for complete details.



56' NEPTUNUS FB MOTORYACHTS

2003 with soft top (pictured above) 900 hours on 800 h.p. CAT's \$599K. Call Joe Majcherek. 2004 with hard top, warranties on 800 h.p. CAT's. \$625K Call Jeff Stanley. Both in Ft. Lauderdale to sell. Both mint condition.



45' CRUISERS MOTORYACHT 2006

This 455 model is loaded with upgrades including the 500hp Volvo D-9's, TNT tender lift, SAT TV, bow and stern thrusters, bridge A/C, Jacuzzi in master. Mostly fresh water use. Easy to see in south Florida. Contact Jeff Stanley, Central Agent.



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DAISY is a Super Jet Black hull T29 Center Console with T-top enclosure, table and much more. Originally built as a Company showboat. Set up for shallow draft exploring or fishing, can seat 10. Portsmouth, RI \$250,000



2009 HINCKLEY PICNIC BOAT MKIII

MIDNIGHT BLUE is a very well cared for boat. Large power sliding windows + power hatches offer an extremely open feeling. Full air conditioning, generator and a teak cockpit sole. Enrolled in Hinckley Service Package. Can Deliver now. Portsmouth, RI \$695,000



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2006 HINCKLEY TALARIA 44 FB

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2005 HINCKLEY TALARIA 29R

TESS, is a beautiful example of the timeless classic Talaria 29 Runabout. Traditional flag blue hull, full varnished teak trim package and teak decks make this boat exceptional. TESS is a standout 29. Laconia, NH \$225,000



2002 HINCKLEY TALARIA 40

FULL CIRCLE has enjoyed the Hinckley Service pkg and lived a pampered life. Gone thru from stern to stern, she looks just built. Impeccable varnish, flawless teak decks, and canvas and upholstery make her stand out in the fleet. Portsmouth, RI \$595,000



2000 HINCKLEY T-44 EX

Maintained to an exceptionally high level, **SHARON LEE** is Bristol throughout. Fresh bottom paint, complete jet service, fresh varnish, buffed & polished, spotless engine room. Motivated seller, bring offers. Inspect, you will not be disappointed. Palm Beach, FL \$499,000



2008 HINCKLEY TALARIA 44 FLYBRIDGE

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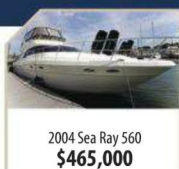
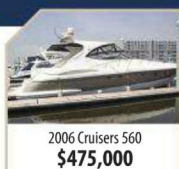


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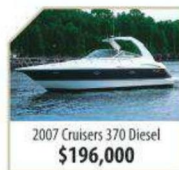
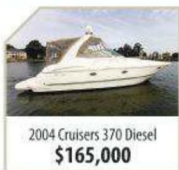


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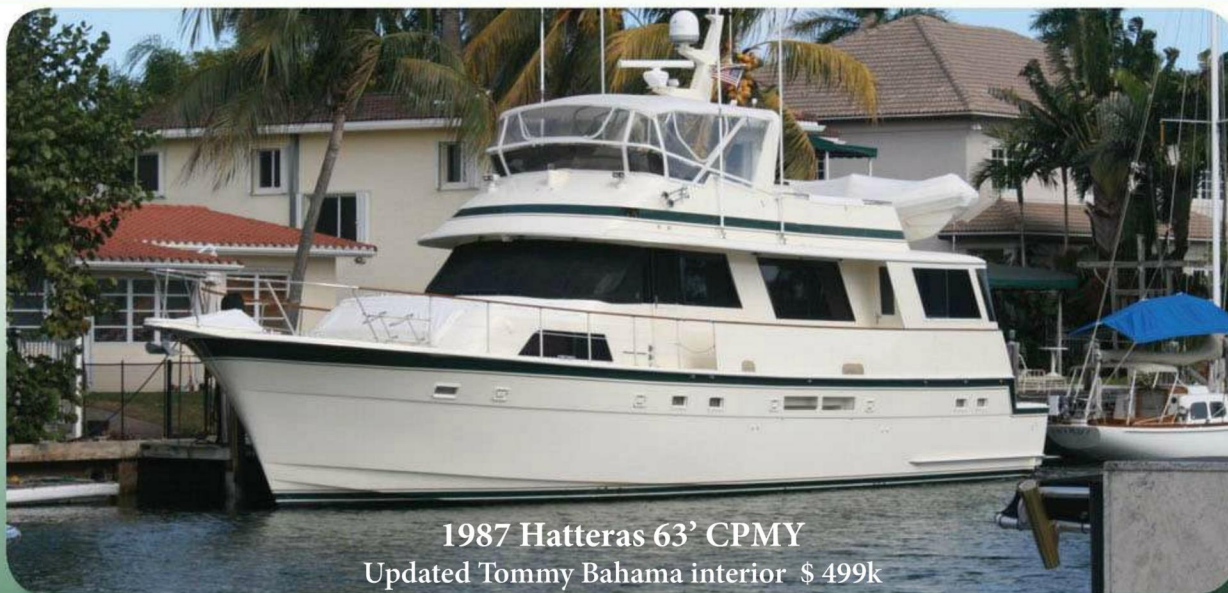
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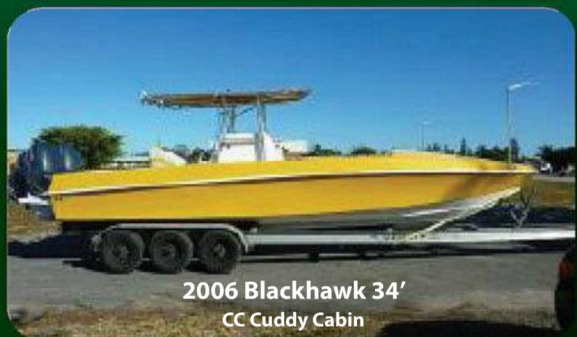
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Twin MAN 1300 hp diesel engines, 4 en suite cabins, cherry gloss wood, cream soft furnishings. New exterior teak throughout, antifoul and fully polished 2011!

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1995 MANHATTAN 62 – US\$ 599,992



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2007 60 MANHATTAN – US\$ 1,795,000



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2001 PREDATOR 56 – US\$ 499,994



Twin MAN 800hp diesel engines, navy blue hull with cherry gloss wood interior, mid ship master cabin, opening hard top, hydraulic platform, many extras, excellent condition.

1999 PREDATOR 54 – US\$ 399,000



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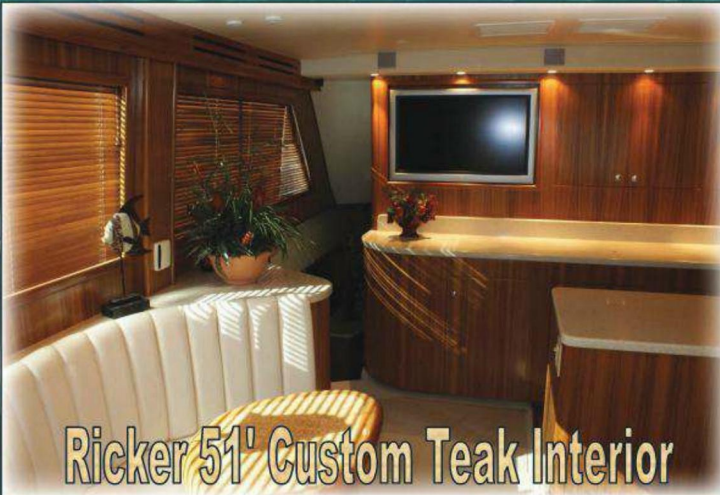
2005 51' RICKER Custom Convertible Sky Lounge



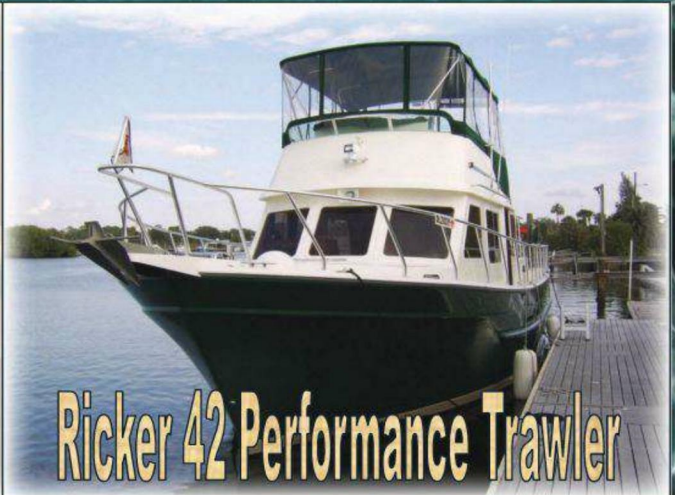
DESCRIPTION ~

This Custom 51' Ricker SF Enclosed Fly Bridge was built using the highest standards of yacht construction, and is outfitted with first class equipment. The interior layout consists of Custom teak salon with galley and dinette, two staterooms, two heads with full size showers, and a master

stateroom featuring a King size berth. Features a spacious bridge lounge for entertainment and comfort cruising. **EQUIPMENT ~** Twin MTU / Detroit Series 60 825-hp with only 265 hrs., twin disc quick shift trans and controls, 13.5 - KW Onan generator, bow thruster, water maker, cockpit fish chair, 11' hard bottom inflatable with 25-hp O/B, complete set of electronics including SAT TV and SAT phone, and many other options. This Vessel is as new. \$599,000. (Not a misprint) Call for more Details.



Ricker 51' Custom Teak Interior



Ricker 42 Performance Trawler

DESCRIPTION ~ This New 2013 Custom 42' Ricker Performance Trawler is currently under construction for early fall delivery using the highest standards of yacht construction, and is outfitted with first class equipment. The custom teak wood interior layout consists of lower helm, galley down, two staterooms, two heads with full size showers, and a master stateroom featuring a Queen size berth. **EQUIPMENT ~** Single Cummins Quantum Series QSB 425hp, 9 KW generator, bow thruster, and full electronics package. Still time to chose your colors. Call for Pricing & Details

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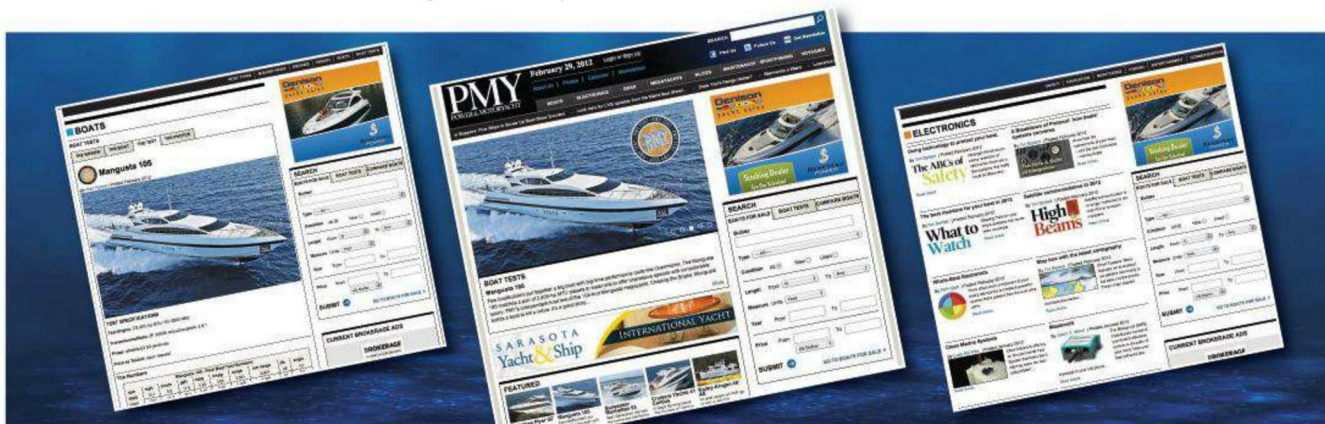
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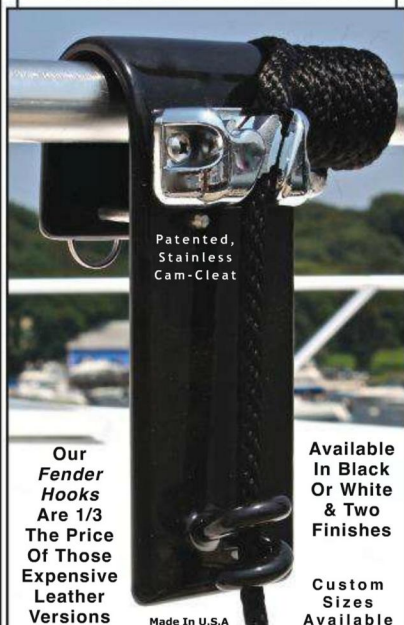
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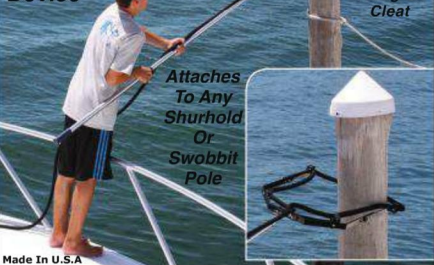
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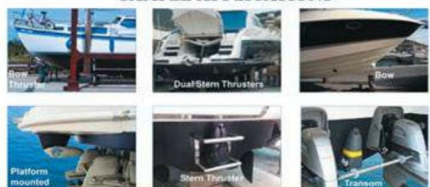
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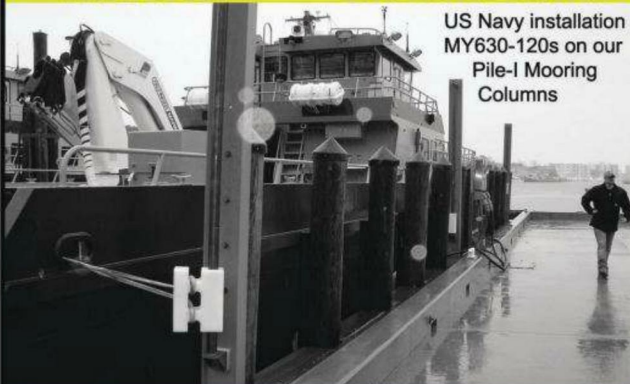
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ADVERTISER	PAGE	ADVERTISER	PAGE
Beneteau USA Inc.....	7	Weaver Industries Inc.....	74
Cheoy Lee Shipyards.....	2-3	West Marine Products Inc.....	29
Country Home Products.....	120	Yacht Controller Corp.....	123
Cruisers Yachts.....	9	Yacht Innovations.....	120
Eartec Porta Phone.....	74		
Fairline.....	C4	Brokerage	
Flir Systems.....	31	Allied Marine.....	94-95
Freedom Lift Majestic.....	8	Anchor Yacht Sales.....	118
Garmin.....	4-5	Bluewater Yacht Sales Inc.....	88-89
Geonav.....	27	Bonadeo Boatworks.....	119
Hampton Yachts USA.....	17	Bradford Marine.....	90-91
Harbor Freight Tools.....	126-27	Cheoy Lee Shipyards.....	92-93
Interlux Yacht Finishes.....	25	Curtis Stokes and Associates.....	109
Intrepid.....	13	David Walters Yachts.....	110
Jeanneau.....	21	Ferretti Group Of America LLC.....	96-97
Kevin Severance Insurance Agency.....	122	Galati Yacht Sales LLC.....	111
Marlow Marine.....	C2-1	Gilman Yachts Inc.....	112
MJM Yachts LLC.....	15	Hinckley Co.....	113
Nautical Cross.....	123	HMY Yacht Sales Inc.....	78-87
Quick SRL.....	74	JB Marshall Marine Group.....	115
Raymarine.....	19	Knot 10.....	114
RBG Cannons LLC.....	122	Marlow Marine.....	98-99
SB Quantum Pure Aire Products LLC.....	122	Northrop Johnson.....	100-01
Sea Gyro.....	120	Ocean Alexander.....	102-03
Sea Recovery Corp.....	16	Ricker Brothers Yachts.....	117
Seakeeper Inc.....	C3, 75	Staten Island Boat Sales.....	104-05
St. Croix Marine Products.....	122	Sunseeker Florida.....	116
Stain-Less Water Filters LLC.....	123	United Yacht Sales.....	106-08
Walker Engineering Enterprises.....	121	Viking Sport Cruisers.....	76-77

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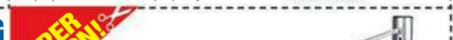
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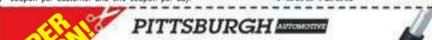
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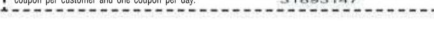
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Item 68751 shown

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AFTER WORD

AN EXPERIENCED BOATER MUCKS UP A FANCY MEAL.

TEXT BY BENTLEY COLLINS

Off the Chart

I've been fascinated with charts since I was a youngster. When I look at one I see adventure, places where no one else goes. So it's all the more surprising that I spent one evening in Blue Hill, Maine, a victim to the tide.

After having eaten aboard for a few nights, my wife, Brenda, and I decided to dine in town. We dressed nicely, hopped into our dinghy, and headed for the town dock. (I couldn't understand why everyone else went to the yacht club, then walked to town.) Things started well but after a few minutes the outboard bounced, then bounced again. I looked over the side to see that we were in six inches of water.

"No worries," I said. "I'll row us to shore." I gallantly took the oars, Brenda sitting adoringly aft and enjoying the solitude. Alas, it didn't last. Soon there wasn't enough water to row, and now a choice had to be made. My father's words about chivalry kicked in, and I slipped over the side and began towing the dinghy by its painter.

All was fine until the last hundred yards when the sandy bottom gave way to Maine's best black mud. The water got even thinner—I was now dragging, not towing the dinghy. Finally I asked my wife, "Would it be okay if you got in the water with me?"

That was a bad moment. Was it the dinghy I was no longer capable of hauling or the woman? Well, the deed was done.

Upon reaching the dock we discussed whether to actually go to dinner. We were both dressed for it but our stinky feet would not be welcome. Brenda suggested hot dogs back onboard. "I don't think so," I said. After what I'd been through there was no way I was headed back across the mud flats to consume mystery meat.

Instead we found a garden hose and rinsed off. Eventually we had a fabulous meal, and when it was done, found a tide table—we were still three hours away from navigable water!

After a few glasses of wine, we decided the trip back might be even



“Off we set, I on the painter, feet squishing in the black mud and Brenda sitting dry and demure in the back of the dinghy.

more fun. Rain had begun to fall, but off we set, I on the painter, feet squishing in the black mud and Brenda sitting dry and demure in the back of the dinghy with her umbrella deployed. How I wished I'd had my camera!

Back onboard and merrily reflecting on our night on the town, I realized how much we'd enjoyed our little adventure. Each time I think about that evening it makes me smile. I'd do it again but I definitely won't read the chart before heading out. That would take all the fun out of it. PMY

Raised in a sailing family in Montreal, Bentley Collins has been an avid boater since the age of ten. He migrated to powerboating while residing in North Carolina in the early '90s and in 1993 moved to Maine and bought his first cruising powerboat. Today, he and Brenda cruise the coast of Maine, visiting the quaint villages and picturesque harbors aboard their Sabre 36 Express Paper Moon.

Illustration by Gil Adams

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